CYCLE NEWS

NORTH & WESTERN EDITION

VOLUME VII NUMBER 1

January 20, 1970

25¢

WEEKEND RAIN SLICKENS SOUTHLAND RACE COURSES: COVERAGE INSIDE

Mauger May Give Up Speedway Crown...Page 25

This is the way many So Cal racers saw the action as wide spread rains spattered goggles and distorted vision on busy on busy Southland race courses. Photographer John Shedd caught 500 Expert winner Jim Wilson in a multiple portrait with his specially equipped camera at the CMC Carlsbad motocross. For an undistorted presentation of what happened turn to page 14.

NEWSPAPER

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

CALENDAR

Regularly Scheduled Events

ATTENTION PROMOTERS:
For Listing in this column call or write
Paul Cosner, c/o Cycle News
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY FRIDAY NIGHT

NIGHT MOTOCROSS at Altamont Speedway, Livermore, Cal. Pits open 6 p.m. – First race 7:30 p.m. Jr. & Sr. Classes, Cash & Trophies. For info. call (415) 278-3154 or 447-7727.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

AMA CLASS C INDOOR SHORT TRACK (Dec. 13, 20, 26, Jan. 1, 23) Cow Palace San Francisco. Warm ups 6:30 p.m. Races 8:15 p.m.

1st & 3rd SUN. OF EVERY MO.

Deadman's Point, Apple Valley, Cal. 1st Sun. European Scrambles, 3 Classes, 1 hr. each – 8 a.m. Practice – 10 a.m. start – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.)

FRIDAY, JANUARY 16th

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

SUNDAY, JANUARY 18th

ENDURO Sonora Pass Winter Enduro, AMA Sanct. Start and finish at Confidence, Cal. 13 miles east of Sonora on Hwy 108. Approx 100 miles. Spark Arrestors required. $4 entry fee to: Sonora Pass M.C., P.O. Box 259, Sonora, Cal. 95370. $3 team entry. Entries close Jan. 5th. First rider out 9:01 a.m.

MOTOCROSS by the CMC at Fontan Raceway, Cal. Second meet of Hallman Trophy series. Seniors run for cash, Junior series winner takes 125 Penton and one years sponsorship. Leathers etc. paid down to tenth place. First race 10 a.m. $10 post entry, $5 mail entry to: P.O. Box 1402, Costa Mesa, Cal. Info: (714) 646-3143.

HARE SCRAMBLES by the Hi Jinks M.C. Cherry Pickers Hare Scrambles at El Mirage dry lake, west of Adelanto, Cal. Ten 8 mile loops, 10 a.m. start, $3 entry, trophies after finish. Limed from Adelanto. Info: (213) 868-0116.

HARE SCRAMBLES Dave McCord Memorial by the San Bernardino Valley M.C. AMA Dist. 37 points. Five miles north of Adelanto, Cal. on Hwy 395. Two 45 mile loops, trail bikes go all the way. 10 a.m. start. $3.50 entry. Info: (714) 822-2252.

MOTOCROSS by the Pathfinder's M.C. at Dunlap Cycle Park, Cal. Hwy. 180 east of Fresno to Clingan's Jct. right to park. AMA Sanct. 1.1 mile course, Jr. and Sr. classes first race 10:30 a.m. $3.25 entry.

SCRAMBLES by the Salinas Ramblers M.C. at S.R.M.C. club grounds Hwy. 101 north of Salinas, Cal. at Crazy Horse Canyon Rd. All classes above 200cc. AMA Sanct. Sign-up at 9 a.m. race at Noon. Ride or watch $2. Info: 422-9809 or 422-6703.

MOTOCROSS at Motorsport Park Ft. Worth, Tex. $5 mail entry to: Motor Sport Park, 1509 E. Lancaster St., Ft. Worth, Tex. Prize money for Seniors, trophies for Juniors. $7.50 post entry. Info: (817) 335-2109.

HARE AND HOUND by the Ground Shakers M.C. Limed from L.A. Frwy. and Blue Diamond turnoff, Nev. 1 hr. from Vegas. Approx 60 miles, MRAN Sanct. 11 a.m. start $3.50 entry.

MOTOCROSS by the Lompoc Slo-Pokes M.C. at Santa Maria Speedway, Cal. AMA Sanct. Dist. 35 points. Sign up at 8:30. Race at 11:30 rain or shine. $2.50 entry. Camping allowed. Class: 100-125-200-OPEN.

ROUGH TT by the Scramblers M.C. at Bay Mare Ranch, Cal. All new course, Knobbies OK, AMA Dist. 37 points. Sign-up at 7:30 am.

MOTOCROSS by the Hi-Desert Racing Assn. at Deadman's Point, Apple Valley, Cal. All classes, three motos, practice at 8 a.m. Info: (714) 247-7473.

FRI., SAT., SUN., JAN. 23rd

TRAIL RIDE for street legal trail bikes on private ground 2 miles east of Sun City, Cal. Info: David Ham at 432-4415.

FRIDAY, JANUARY 23rd

INDOOR SHORT TRACK at the Cow Palace, San Francisco, Cal. AMA Professionals. Races at 8:15 p.m. Adults $2.75, kids 75¢.

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

INDOOR SHORT TRACK AMA Professional races at San Francisco, Cal. Cow Palace. Special attraction, Evel Kneivel attempts indoor jump record. Admission $3, kids under 12 75¢. First race 8 p.m.

SUNDAY, JANUARY 25th

ENDURO Iron Horse Enduro by the Bay City M.C. at Lucerne, Cal. 115 miles mostly dirt trails 24 mph average. AMA Sanct. Spark arrestors required. $4 entry, $4 team entry to: Bill Lyons, 1546 Victoria Way, Pacifica, Cal. 94944. Entries close Jan. 19. Info: (415) 359-6873.

SCRAMBLES by the West Side Eagles M.C. of Turlock, Cal. Hwy 132 from Modesto, limed from La Grange. AMA Sanct. Sign-up at 8 a.m. race at Noon. Admission $1.50. Info: (209) 537-2426.

HARE AND HOUND Moose Run by the Four Aces M.C. Limed from Wagon Wheel Cafe off Hwy 14, Cal. AMA Dist. 37 points, two 45 mile loops, 10 a.m. start. Info: (213) 845-2788.

SCRAMBLES at Woodland, Wash. Sign-up 8 a.m. first race at Noon. Non-sanctioned.

MOTOCROSS at Ascot Park, Gardena, Cal., by Bailey Bros. 3 Hour Team Race. $1000 purse, One Sr. and one Jr. or two Jr. riders. Passenger race for $200 purse. 10 a.m. start, $5 mail or post entry per rider. Mail entries to: Bailey Bros., 17124 So. Western, Gardena, Cal. 90247. Info: (213) 327-1420.

COMBO CROSS at Bay Mare, Cal. 1/3 TT, GP and Motocross, all classes. Five special events Team challenge, Side Hacks, Old Timers and Powder Puff. $5 Post entry. $3.50 Mail entry to: IRE, 15032 Ventura Blvd., Sherman Oaks, Cal. Info: 986-5251.

FRIDAY, JANUARY 30th

FLAT TRACK AND TTT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

SUNDAY, FEBRUARY 1st

ENDURO by North Bay M.C. Sawmill Enduro. At C.C. Camp in Mendocino Natl. Forest. Limed from Upper Lake, Cal. AMA Sanct. $5 post entry, $4 mail entry to Max Hurlburt, 2283 Hearn Ave., Santa Rosa, Cal. Info: (707) 542-0287.

MOTOCROSS Team Prix at Bay Mare, Cal. $2200 total in prizes. 125, 250 and 500cc classes. Teams may be 1 Sr. and 1 Jr. or two Jrs. Practice at 0 a.m. $15 per team to: Team Prix, 15032 Ventura Blvd., Sherman Oaks, Cal. Entries close Jan. 26th. Info: 986-5251.

MOTOCROSS by the CMC at Perris, Cal. All new course, all classes. $10 post entry, $5 mail entry to: CMC, P.O. Box 1402, Costa Mesa, Cal. 92626. Info: (714) 646-3143.

PROFESSIONAL TT RACE Ascot Park, Gardena, Cal. Season opener. Gates open at Noon, first race 2:30 p.m. Info: 321-5323 or 323-5055.

EUROPEAN SCRAMBLES by the Sagehoppers M.C. Limed from Hwy. 5 and Encinitas Blvd., Encinitas, Cal. Practice at 9 a.m. Experts race at 10 a.m., Novices follow. AMA Sanct. $3.50 entry. Info: (714) 273-5258.

ENDURO Sawmill Enduro by North Bay M.C. at Upper Lake, Cal. 70 miles, 18 MPH average, Water proofing a must. 1 hr. lay over, food and gas available. Mail entries by Jan. 22 to: Max Hurlburt, 2283 West Hearn Ave., Santa Rosa, Cal. 95401. Info: (707) 542-0287.

TT SCRAMBLES at Eastside Cycle Park, Tucson, Ariz. Info: 327-6902.

ENDURO Gold Rush Enduro by the Prospectors M.C. Start and finish 15 miles north of Mojave, Cal. on Hwy 14. 100 miles, well marked, laid out for the average rider. AMA and Dist. 37 Sanct. Gas and food at start. Trailbikes go full distance. License and muffler optional. $7 post entry, $5 mail entry ($1 additional for each team rider) to: Earl Wilson, 1547 W. 219th St., Torrance, Cal. 90501.

HARE SCRAMBLES Monster Run by the K.C. Trail Blazers at Buttonwillow, Cal. Three 25 mile loops, two for trail bikes. Limed from middle of town, 11 a.m. start. AMA Dist. 35 point event. Info: (805) 746-4058.

BAY MARE, JAN. 25th

COMBO-CROSS

1/3 TT 1/3 GP 1/3 MOTO X

MAIL ENTRY, $3.50
POST ENTRY $5.00
MAIL TO I.R.E.
15032 VENTURA BLVD.
SHERMAN OAKS, Call. 986-5251

CHAMPIONSHIP TROPHIES

125 JR. SR. • 250 JR. SR. • 500 OPEN JR.-SR.

5 BIG SPECIAL EVENTS

1. *R-D HEAVIES
TEAM CHALLENGE CUP RACE $100.00
2. *SIDE HACKS
$100.00 DONATION, 50% TROPHIES
3. *OLD TIMERS RACE
50% TROPHIES
4. *POWDER PUFF
CHAMPIONSHIP 50% TROPHIES

*SPECIAL ADDED 0 to 100cc JR. ONLY

Free Calendar Listing Coupon MAIL TO:
CYCLE NEWS CALENDAR EDITOR, BOX 498, LONG BEACH, CA. 90801

It won't take care of itself. Get the word out. Let riders all over the Western states know about your coming events. Send in a free announcement to be published in the CYCLE NEWS Calendar. Use this form to insure completeness and accuracy.

Date Of Event _____ Type of Event (TT, Motocross, Road Run, Etc.) _____ Sponsoring Club Or Promoter _____

Place (Location and State) _____ How To Get There (Hwy. numbers, Lime markings, Turn offs, Etc.) _____

Sanction _____ Entry Fee and Mailing Address (With ZIP Code) _____

Additional Information (Sign-up times, classes, facilities, Etc.) _____

Your Name _____ Phone Number To Call For Info: (And don't forget your Area Code) _____

SAN FELIPE 500 SLATED TO RUN LATER THIS MONTH

You are invited to compete in the first running of the San Felipe 500 scheduled for January 30, 31 & February 1st. of 1970. This will be an off road event for cars and motorcycles. There will be no pavement work at all. The event is sponsored by the Dept. of Tourism of Baja Calif. & the town of San Felipe, with proceeds to be used for town improvement.

The race will begin and end in San Felipe, running clockwise through Puetecitos, San Luis Gonzaga, Chapala, Rancho Santa Inez, El Rosario, Camalu, Valle Trinidad and back to San Felipe.

Rider changes will be made at El Rosario and parts of the course reach elevations of 4500 feet so bring jets.

The classes for cars have been reduced to three, and the traditional two classes for motorcycles have been retained. The rules have been simplified as much as possible, but retaining adequate safety measures. Gasoline will be available but only Mexican brand Pemex is provided. If you need high octave, bring your own.

Friday, January 30th will be devoted to tech inspection at the El Cortez Motel in San Felipe.

Motorcycles will be started at 1 minute intervals starting at 0:00 a.m. January 31st.

Cars will be started at 1:00 p.m. January 31st. The time limit for completion of the race is 24 hours.

The entry fee will be $175.00 for automobiles and $75.00 for motorcycles. It will include insurance, gasoline, & jacket patch but will not include accommodations. January 17 is the closing date for entries.

The prize money for cars is 40% of the total entry fees for cars distributed among the first 5 places in each car class.

The prize money for motorcycles is 40% of the total motorcycle entry fee distributed among the first 5 places in each motorcycle class.

Trophies and prize will be presented 8:00 p.m., Sunday February 1st. at the El Cortez Motel.

Tourist card and visitor cards will be required but every effort will be made by the Dept. of Tourism to smooth the way and avoid inconvenience to the drivers and their teams. A charge of $3.00 is required for the drivers and crews cards.

Further information and entry blanks can be obtained by contacting Bill or Shirley Alvarez at P.O. Box 4029, Fullerton, Cal. Phone (714) 528-5146.

THREE HOUR TEAM RACE SET FOR ASCOT, JAN. 25

GARDENA, CAL., Jan. 13, 1970 – Ascot Park motocross promoters Bob and Gary Bailey announced today that a team motocross has been scheduled for the Gardena, Cal. racetrack on Sunday, Jan. 25th.

Teams may be composed of one Senior and one Junior rider or two Junior riders. Contestants may enter one machine but will be permitted a back up bike of the same size and make.

The guaranteed purse for the event will be $1000. The course will be slightly changed to put pit areas in front of the grandstands so spectators will be able to see the changing of riders.

The program will lead off at 10 a.m. with a special passenger race offering $200 to the winners. Each rider will carry a buddy as he attempts to negotiate the tricky course.

All classes will start and ride together in the team race but will be scored separately. The entry fee is $5 per rider and mail and post entries will be accepted. Mail entries may be sent to: Bailey Bros., 17124 So. Western, Gardena, Cal., 90247. Further information may be obtained by calling (213) 327-1420.

BORREGO 300 SET FOR THIS WEEKEND

The first classic off-croad race within the finanical means of the average Sunday motorcycle racer is scheduled for Jan. 17, 18 near the Salton Sea.

Billed as "The Borrego 300" this new event, with an expected purse of $7500, is only charging $25.00 per motorcycle entry. This is a far cry from the $150 to $300 fees charged for other off-road races.

Interested participants may write for further information and an entry blank to Johnny Jones, c/o Action Auto Parts, 4086 Market St., San Diego, Ca. or phone (262) 868-6789.

Another Scrambler's 1st:

Rough T.T. Jan. 18th

AMA

BAYMARE

All New Course — Fun For All Riders

District 37 Points — Sign-up 7:30 a.m.

Class C Traction Or Knobbies

TEAM PRIX Moto-X

$1,200 Cash Purse
$1,000 In Merchandise
$2,000 Total Prize

TEAM PRIX SPECTACULAR
SUN. FEB. 1ST.
BAY MARE
ENTRIES CLOSE JAN. 26th Limited

3 CLASSES, 125 50 TEAMS ONLY 250 50 TEAMS ONLY 500 50 TEAMS ONLY

SAME COURSE AS OCT. 26th NO DUST, NO MUD

Send $15.00 Per Team to TEAM PRIX 15032 VENTURA BLVD. SHERMAN OAKS

GATE PASSES WITH ENTRY

RULES
2 RIDERS PER TEAM
1 JR. 1 SR. or 2 JR.
2 JR. COMPETE FOR MONEY & TROPHIES
MONEY ONLY JR & SR.
250's can ride 250, 500, or both classes
RIDERS MUST RIDE UNDER HIGHEST CLASSIFICATION
ACA-CMC-AMA
ALL CARDS ACCEPTED

CALL INTERNATIONAL RACING ENTERPRISES 986-5251

SCHEDULE
PRACTICE, 9:30-10:00
125-10:00-11:00
250-12:00-1:30
500-2:30-4:00
ENTERTAINMENT BETWEEN RACES

SAT., JAN. 31st – GARY BAILEY MOTO-X SCHOOL– 8:30 a.m.

the ACTION'S at
SADDLEBACK
ORANGE COUNTY'S MOTOR PLAYGROUND

JANUARY 25
AMA Motocross

* * * * * *

Watch this space for future events. We're planning a full year of Motocross, Scrambles and hillclimbs!

Open Weekends, 8 a.m.–5 p.m.
Closed Weekdays
Admission $2.50; Juniors & Minis $1.50

SADDLEBACK PARK
BOX 2455, ORANGE, CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

CYCLE NEWS

"America's #1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"

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THE OBVIOUS SOLUTION

If Roxy Rockwood had sat behind Barbara Eden and put his arms around her when he was instructing her, as one does when he instructs golf, tennis, or any other sport, he probably could have prevented her from taking that nasty spill.

DON WIMPRESS
Los Angeles, Cal.

You know, after looking at Miss Eden's pictures that same thought occurred to me... Ed.

MENTAL PAIN AVERTED

The final Inter-Am series at Saddleback Park, I broadsided a tree in the third 250 moto. I would like to ejxpress my appreciation to all those motocross fans that came to my assistance.

For my part I sustained a broken leg, but due to those that offered their help, my pain was more physical then mental.

DON WILLEY
Cypress, Cal.

THAT DOWNED RIDER WAS ME

In regards to the letter "Leader Takes Time Out For Downed Rider" at Deadmans Point European Scrambles, Dec. 7, 1969.

I was the downed rider and I would like to say thanks to Brent Wallingford for stopping and asking me if I was all right. I was informed later that he also stopped and informed the flagman about the accident. I appreciate this young man and his efforts.

ROBERT L. COHSON
Los Angeles, Calif.

GOOD SPORTSMEN?

Where were the A.C.A. official's eyes in the third moto of the Inter-Am at Saddleback Park, Sunday, Dec. 14?

Gary Bailey rode a 250cc in the first and second moto. In the third he rode a 380cc which he borrowed.

Barry Higgins had troubles with his C-Z so used a spare bike for the third moto.

This is against the official rules. They should both have been disqualified and the money given to the next rider in line.

KEITH SHAFFER
Bell Gardens, Cal.

STRICTLY BUMMER SUNDAYS

Why don't the clubs running the A.M.A. 1970 T.T. Point Races try alternating the times that the big and small bores run so that the big bike riders won't always have to ride at twilight or worse put up with Sunday traffic? I ride for the fun of it, but the fun is sure taking it on the chin for me since I've had to hassle all these strictly bummer Sundays.

With the way the races have been scheduled before, the small bikes have had the whole day to run a half dozen or so laps. But the big bikes, that had to ride later, got only two or three laps in.

One more gripe – Has anyone counted how many false starts the kids on small bikes get? Practically all the big bikes could race in the "jump the starter" time wasted by these over anxious racers.

RALPH PORZELT
Granada Hills, Calif.

IF ONE FOOT DOWN ISN'T YOUR THING...

I am very much concerned by the recent attempt by various M.I.C.U.S. bureaucrats to expunge Wes Cooley from his position in that "organization." It seems ironic that the Americanized arm of the F.I.M. is attempting to relieve the most avid supporter of European gran prix racing in the U.S. from his position in M.I.C.U.S.

Perhaps the riders should have a voice in the decision making of this "regulating organization?" Not just ACA riders but AFM riders as well. It is obvious to all gran prix riders in the West that Wes Cooley has done more to promote European-type gran prix racing than any other individual; and the standards and professionalism of an ACA road race are second to none.

During 1965 and 1966 Wes Cooley was responsible for nearly all road races held in the Southern California area. The races were well organized, entry fees and track admissions were reasonable, and most riders probably enjoyed racing over the Willow Springs and Riverside circuits. When compared to the AMA races which were previously held over the Carlsbad circuit the ACA's consistent race program at Willow Springs seems like a divine gift from holy places.

"Whatever turns ya on" seems to be the expression of the times; and "my thing" is definitely not purple leathers, a flamed helmet, high swept-back bars and one foot down. So for those of you gran prix riders – of both clubs – who appreciate what the ACA has accomplished in its relatively short existence, I suggest you write M.I.C.U.S. of better still, directly to the F.I.M. and clue them in as to the manner in which Wes Cooley has been conducting himself.

The address of the F.I.M. is:
Federation Internationale
Motocycliste
Att. Secretary General
7 Rue Carteret,
Geneva.

ALAN E. SPEARS
San Bernardino, Cal.

THANKS TO THE TRUCKERS

The motorcycle hobbylist in California doesn't have the problem with interchanging engines and frames that you described in your article in the December 23 issue of Cycle News, providing he is rich enough. The California Vehicle Code provides for interchanging engines and frames without notice or fees to the DMV, providing, the person doing so owns three or more motor vehicles (of any type). The only exception that section 4163 provides is that notice and fees must be paid if the vehicle is sold with a different engine than it was originally registered with.

See, if you dig hard enough, you can find an exception to any law to fit your purpose, even if it was put in for some other purpose (Section 4163 came from the truckers.)

JONATHAN W. SAPP
San Diego, Cal.

VOICE OF THE 16 YEAR OLDS

I think when I am telling you that the rule is unfair I am speaking for all the kids under 16.

I think the grown ups are just afraid that we are going to beat them.

I have been paying dues and racing in District 37 for three years and enjoyed every minute of riding.

I read in the CYCLE NEWS last week

voices

ALTERNATE ACTION

About three weeks after the Sidehack Association Hare Scrambles of December 14, 1969, I heard that there was a special competition committee meeting called where four riders protested the 100cc race, because they were stopped one lap too early and didn't receive an official finish flag.

The eleven members who attended the meeting decided to have the entire race thrown out, with no points, no trophies. Being just before the final calculation of the 1969 points it would be almost impossible to reconsider the decision so that the riders who did finish would get their proper points.

Granted, there were some definite problems to be dealt with, bur surely with all that brain power another alternative could have been reached without taking away everything that the finishing riders had earned.

One alternative would have been to give the protesters the position in which they were running, say 10th Novice. Another would have been to award them an average of their points for each race of the year.

DICK WRIGHT
La Crescenta, Cal.

"NATIVE GUIDE MISSING"

Twelve members of our local competition club made the trip to Reno, Nevada on Dec. 7th for a Hare Scrambles. The sponsoring Nevada Trailblazers, had their share of problems that weekend. Their course had many groovy fire-roads some neat hills, and a great little river bed. The only problem was that close to half those who started couldn't find where the action was.

After the dust settled it appeared to some that the club had forgotten to mark the course. Very little ribbon was used, and what was, was usually in the wrong places.

It would be helpful to have some indication of which way to go at an intersection of trails and roads. Arrows are simple to make and easy to use. At times we wish we had brought a native guide to find the way. We came to ride – not play "Boy Scout".

DAVE RIKER
Winnemucca, Nevada

and I read in the Voices of the West about the 16 year old rule and some ideas that a lady had. The one I thought would be the best was that those under 16 cannot race a bike over 125cc.

So if all the clubs would protest this rule maybe the kids under 16 wouldn't have to wait several years.

RON RONDELL
Topanga, Cal.

EVERYBODY SATISFIED?

The Master Links M.C. would like to thank everyone who attended our Hare Scrambles at Adelanto, Sunday, Dec. 28.

We mistakenly charged the riders .25 too much for their entry, so we are donating this money to Rescue 3, in addition to our own donation for the outstanding work they always do. Any irder not satisfied with this may write me and I will refund his .25 by return mail.

MIKE LOVELL
6371 Cornell Dr.
Huntington Beach, Cal. 92647

BLOOD IS THICKER...

I am a continuous reader of your newspaper and I always read the desert articles written by Dick Wright. In my opinion I don't think he tells enough about his son (for you who don't know, Dick's boy rides motorcycles out on the desert). As far as I'm concerned you might as well change the name of your newspaper from Cycle News to Jeff Wright News.

D. JACOBY
Glendale, Calif.

A PLEA TO THE INDUSTRY

If the AMA's rule on 16 year olds is allowed to stand just stop and think of all the money that youngsters worked for and spent on entry fees, gas and parts that now the once great AMA wants to take away. Also think of all the youthful talent that will be wasted.

It is a shame that Yamaha, Kawasaki or some of the other big outfits don't jump all over the AMA because there are a lot of young kids that ride for them.

We are really dissatisfied with the AMA if they would only compromise somehow, perhaps allow under sixteens to ride only in the under 125 classes.

E.J. BURKS
Porterville, Cal.

GUESS WHAT!

I was cheated! Two weeks ago, after reading an ad in Cycle News for the Los Angeles International Motocross, I purchased a pair of tickets (at $4.50 ea.). The ad boldly stated that a list of no less than 6 European Motocross stars were to appear Dec. 28. Guess what! Not one European was on hand. They had all conveniently left for New Zealand the night before. The Americans put on a good show but I paid to see the Europeans. You can be sure I won't be cheated next time.

L. D. BENNETT
Los Angeles, Cal.

WRONG ASCOT?

I am sending an advertisement which I believe appeared in your publication describing an event to be held at Ascot. Also enclosed is a list of the Senior entries in the Dec. 28 Ascot Park Program. Did I attend the wrong Ascot Park? Where were Hallman, Robert, Aberg, DeCoster, etc?

S. FIRESTONE M.D.
Long Beach, Cal.

WE WERE STUNNED

As promoters of the L.A. International Motocross we were stunned that none of the European champions showed up in answer to our challenge. We would like to clarify the reasons none of them were at Ascot Park, Dec. 28th.

Our aim in sponsoring an international type event at the Gardena track was to give Southern California fans an exciting show under dust-free, comfortable conditions. The Ascot motocross course is one of the most challenging, to both man and machine, in the United States. We felt the combination of a tough course entirely visible to spectators made the perfect place for a showdown between the best American and European riders.

We talked to the Europeans during the Inter-Am circuit. Some expressed interest in this event but we were unable to get firm commitments from any of them. We then hit on the idea of placing a challenge in the form of an advertisement in Cycle News. This ad appeared in the Dec. 16th issue.

This invitational challenge brought a response in the form of an official entry from Dave Bickers. We applied for and obtained an F.I.M. International sanction at considerable expense and also got the services of special officials.

We paid for the expensive sanction and offered appearance money in good faith but got no official reason for Bicker's absence. We wish to apologize to the fans who paid extra money to see an international show and ask for your continued support and understanding.

Bicker's failure to show will be the subject of an official complaint to the F.I.M.

GARY AND BOB BAILEY
Gardena, Cal.

"THE GREAT GIBSON"

We in Santa Cruz and the surrounding area lost a good friend in an auto accident just before Christmas, Bud Gibson, who was the owner of B & D Motors and a member of the Ridge Runners M.C. As well as racing in every type of motorcycle event, Bud was known for initiating side car racing in our area, for his Yamaha 100 which held a Bonneville record and for his "World-Beaters" – machines concocted from mixing parts from several brands.

Our condolences to his wife, Dottie, and his girls, Jeannie and Diane. Those who knew him and were touched by his special personality will never forget him.

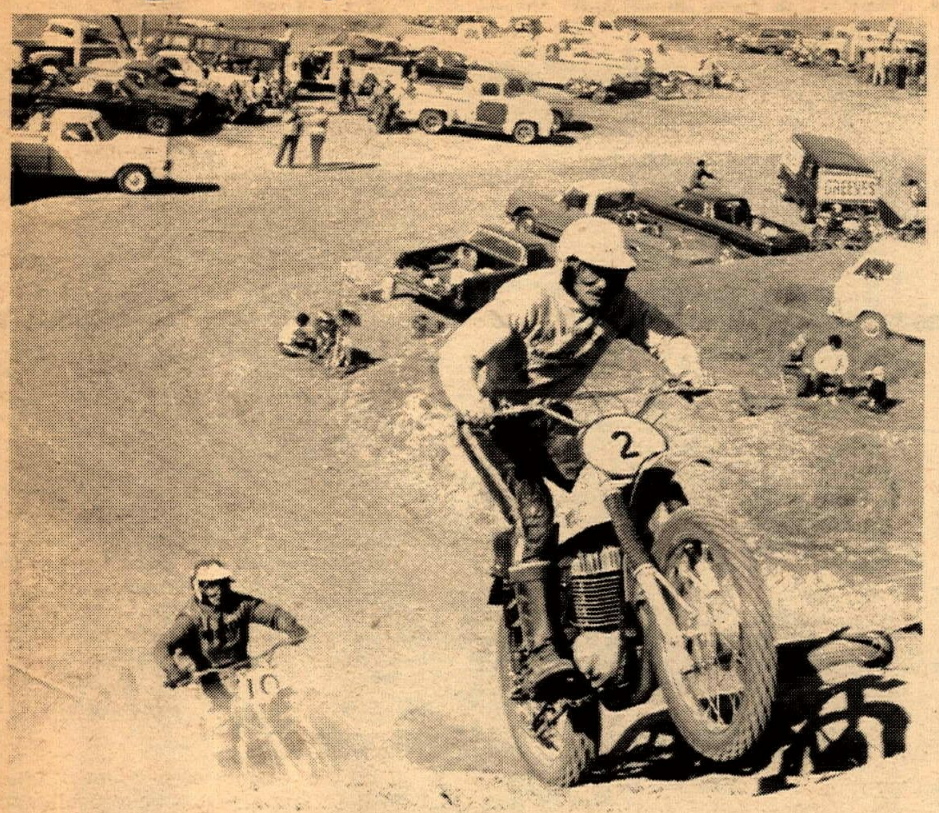
DOROTHY & LYNN MOBLEY
Santa Cruz, Cal.

DON'T LET IT GO TO YOUR HEAD

Re article January 13th issue "Deification" of MC Racers...Man! – I didn't know that we were THAT good.

KEN PORTELLO
South San Francisco, Calif.

Big Bay Mare Team Motocross Kicks Off 1970



Joe Veillon pours the power to his Maico in the Open Senior race.

Mike Bast of the winning Yamaha Thousand Oaks Team leads a string of riders over the hill.

By Dave Smead

1970 had a whale of a kick-off at Bay Mare on January 4. Over 300 riders signed up for the slightly dusty but much improved course. Three reasons for the turn out could be the free beer all day, the prize money paid the Seniors or the team challenge race. Rudy Draco Motorcycles (Maico, Suzuki) did a good turn to the sport of motocross by challenging other shops to beat their team. There were a few problems about who was eligible to enter but the team races were a huge success. The Yamaha of Thousand Oaks relied heavily on the Bast brothers for their win overall. But with Jim Dawson and Larry Shoemaker riding regularly for them was it really necessary to recruit the Bast talent?

The second place team was the challenging R & D team.

The team races didn't get all of the attention. In the first division of 125 Juniors Bill Payne hustled away with three easy wins. S. Armstrong led the rest of the pack for second overall.

The second division of 125 Juniors had to suffer the fate of having Lee Conklin among them. Chuck Daly followed Lee around for second overall.

The 125 senior riders couldn't cope with "Smooth Man" Cannady and his "Beautyrest" Sachs. He won two races easily but got last for awhile in the third moto.

The 250 Juniors were split into two divisions, Rick Norris took first in one with A. Wurtzel winning in the other division.

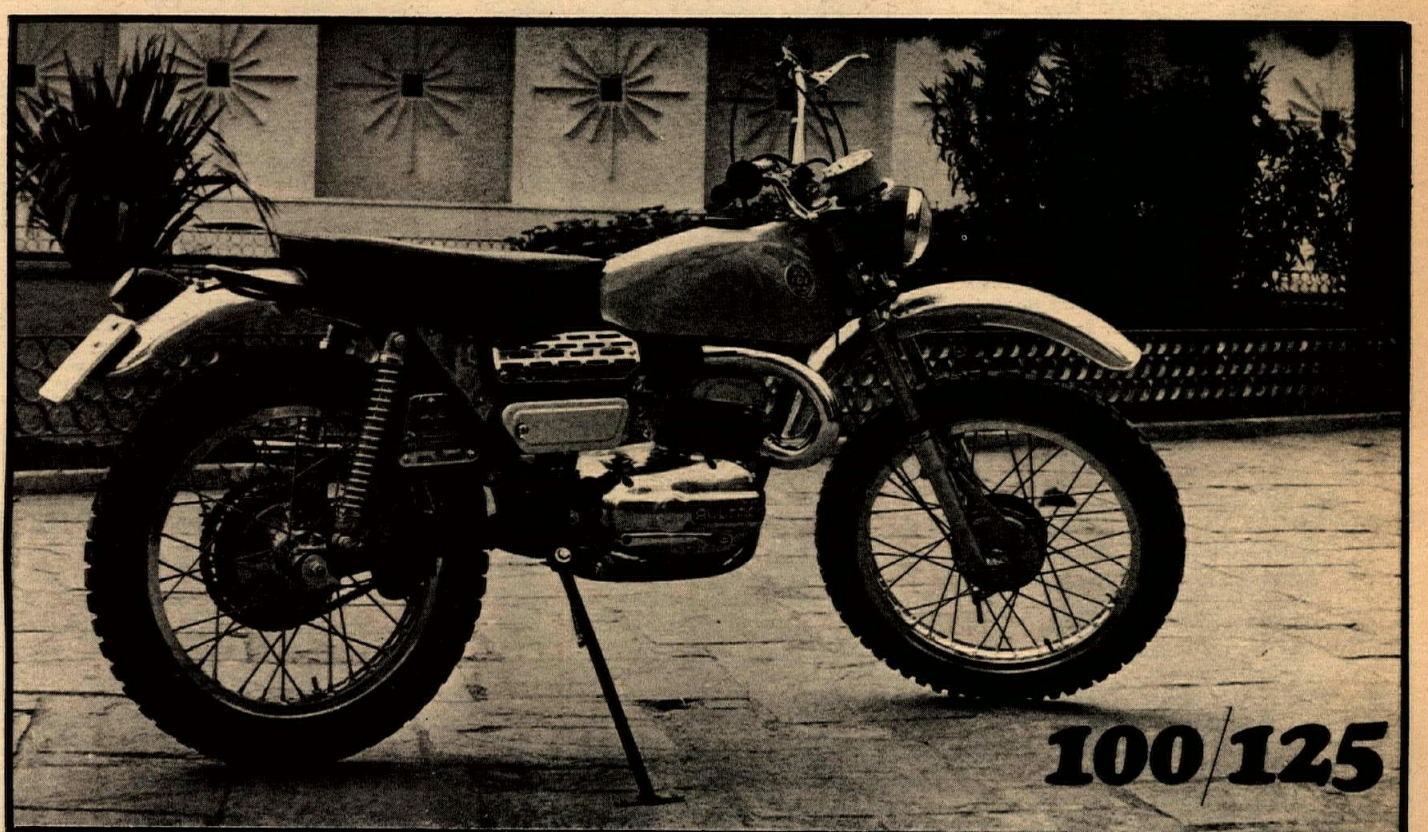
Jim Wilson socked it to the 250 Seniors. Even second place man, Larry Shoemaker couldn't get close.

R. Bunn made a fourth, first and second stand up for the win in the 500 Junior class. Dave Smead took second overall with two wins and a wipe out.

The 500 Senior racers had a familiar guide, Jim Wilson, lead them around the course. Mike Runyard look good on a shiny Montesa but couldn't quite stay up.

(Results on page 17)

Mike (7) Runyard kicked up the dust looking for a way through.



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MOTORCYCLE INDUSTRY FORMS NEW TRADE ASSOCIATION

What may be a milestone in the motorcycle industry in the United States occurred in Los Angeles in December, 1969.

At that time the MS & ATA and the Motorcycle Safety Countil (MSC) merged into what is now known as the Motorcycle Industry Council (MIC).

The new council brings together for the first time the vast majority of motorcycle manufacturers, distributors, importers, plus helmet companies, accessory companies, motorcycle trade publications, and other firms manufacturing products related to motorcycles. The MIC represents approximately 97% of the total motorcycle market in the United States.

Some of the prime objectives of the new organization include "safety & education", "technical standards", "public relations", and legislation of a federal, state and local level. The information of the new Trade Association is to insure better communication and cooperation within the industry and various governmental agencies.

A slate of officers were elected at the initial meeting and the following will serve for the coming year:

President, Frank Heacox (Bell Toptex); Vice President, Matt Matsuoka (American Honda); Secretary E.W. Colman (Birmingham Small Arms Ltd.); Treasurer, J. Harley (Harley-Davidson Motor Co.); Assistant Treasurer, William Kenneday (Rex Chain Belt Co.); Executive Director, Paul McCrillis.

In addition, the following were elected to serve on the Board of Directors:

Terry Tiernan (Yamaha International Corporation), Alan Masek (Kawasaki Motor Corporation), Tom Heiniger (Webco Corporation), Richard Orth (U.S. Suzuki Corporation), Robert Remensperger (Western Scooter Distributors), Charles Swanson (Pacific Basin Trading Co.)

The first general membership meeting is slated for March 5, 1970 in Washington, D.C.

MARTINO MARKS A WIN

This crew calls itself the Phantom but everyone looked that way after the rain started.

MILLER COPS SCOTT TRIAL FOR BULTACO

Sammy Miller is in the news again. The "old pro" has just pulled off another win on what has often been described as the toughest one day trial of them all. The immortal Scott Trial has been running since 1927 when it was first organized by Mr. Alfred Scott as a test for the Scott Motorcycle Owner's Club. This trial is a type unknown in the United States in that it combines the scores earned on observed sections with additional scoring based on the fastest man around, not unlike motocross. The system is to take the time of the first man finished and then penalize all the other riders for each minute longer that they take. The end result is a four hour motocross with observed sections along the route.

This is Sammy's 6th win for this classic and his third consecutive win on his Bultaco. Total points lost by Sam were 68 with second and third, Gordon Farley and Dave Thorpe, each losing 92.

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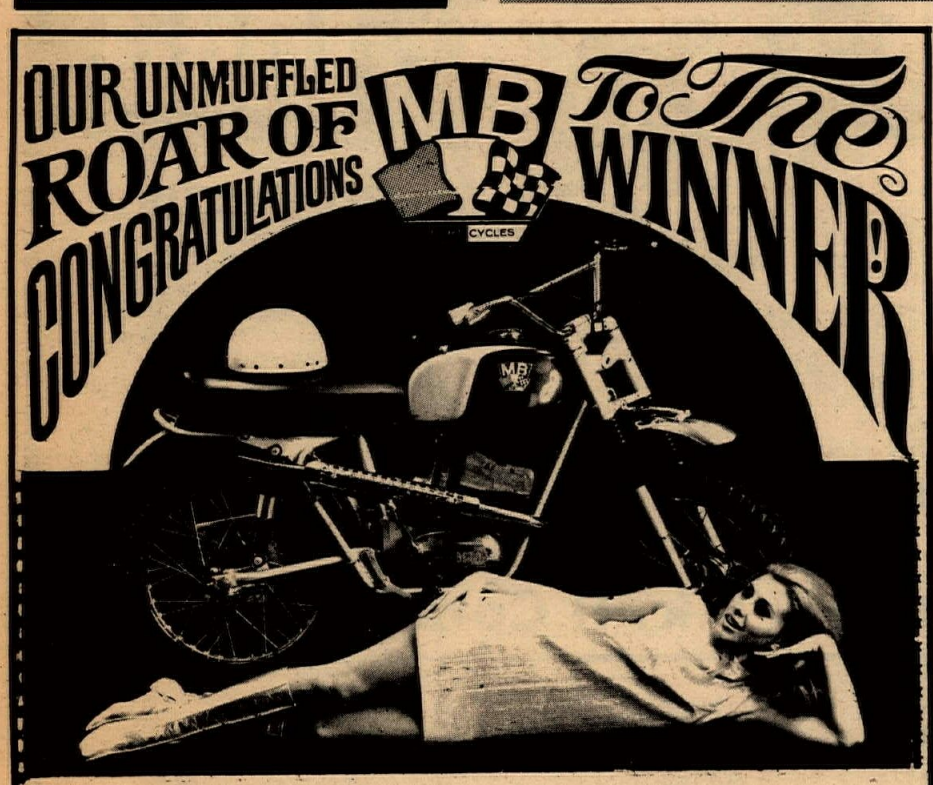

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IN DREARY DESERT DRIZZLE

By Dick Wright
Photos by Dick Wright and Jim Brooks

KRAMER CORNERS, Calif. Jan. 11, 1970 – Everyone had been hoping for rain in the desert for the last three months, so what did it do last Sunday? It started to rain so hard five minutes after the start of the race, that it was tough to see where you were going, goggles on or off. This didn't slow Martino down as he came from behind to take the win only fifty feet in front of Bultaco mounted Larry Bergquist.

The leader coming into the pits after forty-five minutes on the first of two fast loops was Larry Bergquist. Martino was thirty seconds behind; followed by Rich Thorwaldson on a Bultaco.

Fifty minutes later you could see two fast riders come down off the hill. It was Martino with it turned all the way on to pass Bergquist one mile from the finish. Bergquist had to settle for second ahead of Thornwaldson who took third followed by Howard Utsey on a C-Z.

Bruce Dunford was first 250 on a Husky, Bill Friant was the second 250cc in on a Husky. Wes Anderson Jr. was first Amateur 250 in on a Yamaha, Eric Jenson had a good ride taking first 125cc on a Sachs, finishing sixteenth overall, followed by young Jeff Andrews who was first 250 Novice on a Yamaha. Larry Bubar took first Open Class on his Triumph.

The 100cc class went off ten minutes after the big bikes and went all the way on the same course. Leading into the pits after fifty minutes of racing was Terry Clark on his Hodaka, followed by Ken Buckspan on a SS Hodaka and Jeff Wright on a new Rickman. The second loop found all the leaders with problems. Clark went out with a sick engine, Buckspan and Wright had plug trouble. Jim Sumners waved to them all as he passed each one and took the lead to come in for the win on his trusty Hodaka. Jack Froelich came in second on his new Bultaco and Don Eide took first Amateur on a Hodaka. Buckspan, got his engine running and pulled in fourth, followed by a young tiger who had his best ride to date – Hodaka rider Craig Forney, a Novice with a good future.

Everyone liked the course but there were some real sore eye balls. It was a case of having to gut it out with no goggles, and with that wet sand in your eyes it's rough.

(Results on page 17)

Whitey (21) Gregory starts the 100 foot downhill.

Larry Bergquist bottoms his Bultaco and almost himself as well. Larry finished 2nd.

A big inch sidehack crew finishes the first loop.

scramblin' around

By Maureen Lee

Well, it's the start of another racing season again and we hope it will be as exciting as this past one was. The battle for the ultralightweight number one between Troy McKee and Steve Nichols went right down to the last few points. It was THAT close and we wouldn't want to predict who will emerge on top in 1970. Congratulations to both of them though and of course to Larry Taylor who will carry the lightweight number one. Maybe he'll got full steam again this year and duplicate his win but there are a couple of other gentlemen in that class going awfully fast, such as Gary Scott and some observers think he'll do it this year. He is flat wailing!

The heavyweight number one won't be seen on the local tracks as its holder, Terry Dorsch who barely beat out Chuck Wheat for it, has to "retire". He's now a Class C Expert so the big bores won't have the fun of chasing that plate around on Sundays. So again, congratulations to all of you. In fact I think all of us deserve congratulations, especially if we've lowered the number on that plate for 1970! Cheers, gang!

On to that still going strong argument about not letting anyone ride under sixteen, we're happy to report the response to requests for letters to the papers, the AMA and the District is good. For a change people are taking the time to write a note instead of just complaining. Special thanks go to Darold MacDannald in District 35 who reads this column and took time to send us some information we didn't know about. District 36 has had a 15-1/2 years of age for quite some time and their referees have voted to go along with the AMA. Naturally, this won't affect their riders like it will ours. They haven't been riding anyway until they were nearly sixteen. Mr. MacDannald's son Neil turned fifteen in September and is the #2 Nationally rated scrambles lightweight rider. "How do you tell a kid who is a National number two that he can't ride in 1970?" his father asks. How indeed!

But anyway, if you ride in District 37 and are under sixteen, sign up for your District card and ride. You can't ride hillclimbs because speed is the determining factor there, not skill and it's skill that keeps you on your bike, pointed in the right direction. We'll keep you posted as things develop and we're sure they will. We still think that limiting youngsters to certain size bikes might not be a bad idea if things come to a real impasse.

We have two people to tip our helmets to this week. Enid Galbraith has come up with some new goodies in the way of protective clothing and wants to work with racers as she has a genuine interest in keeping us in one piece. You can find Enid at Moto-Pro on Magnolia Blvd. in beautiful downtown Burbank, Cal. She has a space age super-lightweight foam she'll cut into pads to your specification, plus an almost indestructible nylon for jerseys the pads can slip into. Everything is washable and just think of the comfort on those 100 plus degree racing days.

Si Robin's contribution to our holiday came in the form of a catalog from one of West Berlin's department store. Si, whose scrambler son Jeff is currently doing his scrambling (and not the fun kind either) in Viet Nam, says the store is just like our Broadway or Sears and while shopping around he walked into a department and there sitting on the floor were all-out motocross bikes and speedway machines along with sprockets, expansion chambers, the whole bit. To prove it, he got a mail order catalog from them and sent it to me. Can you imagine phoning up Sears and asking for a 360 C-Z? Our German is practically non-existent but the bikes are race ready and cost 3950 Deutche Marks, or $995 American and the 360 is 4500 DM. Hope the idea of seeing racing sleds mixed up with golf clubs in a sporting goods department strikes you as funny as it did Si and me.

Whitey Martino passed Bergquist in the last mile to take the win.

DARNELL PULLS A

Story and Photos by Jack Light

BAKERSFIELD, CAL. Jan. 11, 1970 – Prepared to perfection, the Poso Park motocross course was complemented by ideal weather last weekend with just enough soft rain drops to make everyone feel very Euopean.

Russ Darnell brought his European racing experience to the Open Senior class and he was pitted against Bob Grossi and Bob Bowers.

These fine stars put on races all day, with style that makes a champion. Poso Park suited Russ and Bob, and soon became a real field of battle. Darnell bested Grossi for 2 out of 3 motos by slight margins.

Gene Cannady and his Sachs was the master in the 125 Sr. class, taking all three motos in fine style.

Ken Bonnefin and his Husky was victorious over hard charging Doug Wheeler and his "International Motorcycles" C-Z in the 250 Jr.-I class. Talented scrambles rider, Jeff Johnson riding "Custom Engineering's" perfectly prepared Suzuki 250 Savage, showed everyone he is "at home" on a motocross circuit as well.

The 250 Sr. class found Mike Spier and his Maico, winning over Ron Miller, Husky and Mike Best, Ossa, in the tightest, hardest fought races of the day. This entire class put on a rear crowd pleaser each time out.

Vince Clark and his "Hot Hodaka" bested a good field of the smaller bikes – taking 2 out of 3 motos, losing out to Larry Greer, also Hodaka in one moto. Phil Taylor continued his winning ways Maico mounted in the 125 Jr. I class, with Tom Garrett taking the 125 Jr. II with ease.

When not racing "Big Time" in the four wheelers, from Indy to Riverside, George Snider returns to his "fun" sport of motocross racing. George won the three motos by a good margin in the Open Jr. Division.

(Results on page 17)

Russ Darnell, late returned from Europe, showed the local he still had the fast way around the motocross course as he soundly whipped the pack at Poso Park. Here Russ opens a lead in the Open Senior class on his 405cc Husqvarna. Ideal weather conditions made it possible for area riders to really let it all hang out.

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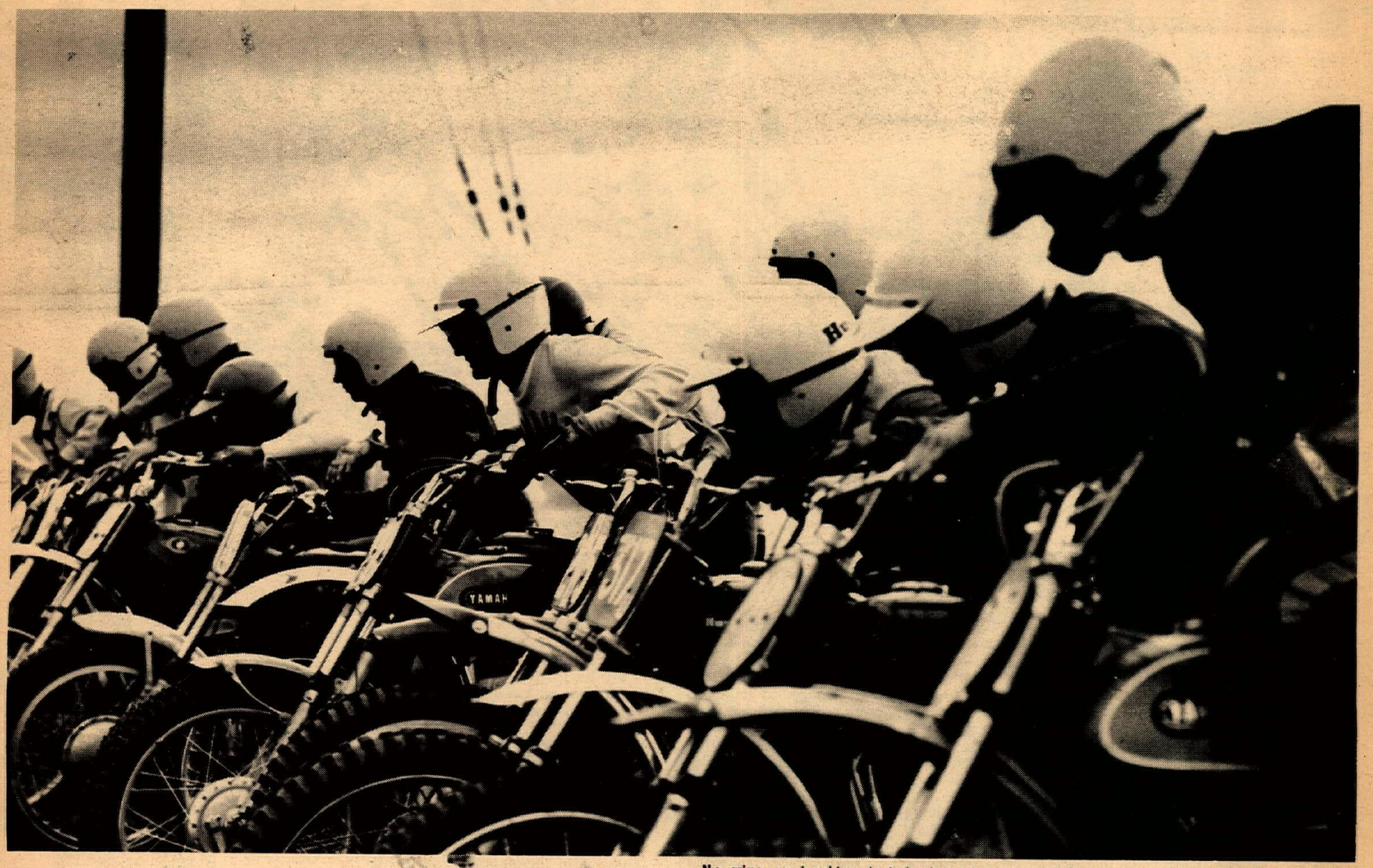


No grins, no laughter; just dead-steady serious concentration as these 250 class riders get ready to bolt for the first turn.

Maico Meister Mike Spier spurs his mount to the 250 Sr. win. Steve Muscatell (51) took a 4th.

There's many a hard fall separating the amateurs from the experts. Here Steve Italiano pays his dues in the 125 Junior race.

Deep in concentration, George Snider (322) wheels his Maico to Open Jr. honors.

Bailey Gets Two Classes At Ascot Motocross

"All right boys, take it from the top: a one, and two, and three..." Looking like the Radio City Rockettes, Gary Bailey, Jim Wilson and Jim West all do a high kick in unison and charge into that muddy Ascot first turn.

Story and Photos by John Shedd

GARDENA, CAL. Dec. 28, 1969 – The Ascot International turned out not to be an international after all. Dave Bickers and several other European motocross stars were unable to attend the event as they had planned, because of previous commitments in New Zealand.

A one word description of the Ascot course would have to be mud. The mud was quite a factor and it took it's toll in both men and machine. There was a large waterhole right after the start that quenched the fire of many before the day was over, and a narrow strip of muddy ground which led through the south pond could plop riders and machine into the drink if they weren't careful. Among the notables that took their bikes for a swim in the Ascot duck pond were Gary Bailey and Walt Axthelm.

The Junior classes and the 125cc Senior class comprised the morning's action and the 250cc and 500cc Senior classes wrapped up the afternoon.

Gary Bailey had to come from behind on his Sachs to take over the lead from Tim Hart, also on a Sachs, in the first 125cc Senior moto. In the second moto it was Yamaha mounted Gary Jones who grabbed the lead, but once again Bailey came from behind to take the lead and the win. The final leg belonged to Jones all the way. Bailey was a close second until he got crossed up in the mud and wound up in the pond gastank deep. With Bailey in the water Hart moved up to second, but Bailey pulled his machine from the pond and finished the moto and still had enough points to win the class.

Jim West got the jump in the first 250cc Senior moto, but the AJS rider was unable to hold off the ever hard-charging Jim Wilson. Wilson held his Greeves in the front spot all the way to the flag, and Gary Bailey managed to get past Bill Silverthorn to finish third behind the talented new Senior Jim West.

Wilson took the lead in the second leg but his bike began running sour after a little too much water and Tim Hart moved into the lead. Wilson soon got things under control and moved back into the lead. Hart dropped out with problems and Bailey finished second with West nipping at his heels. Bailey grabbed the lead in the final moto, but he was unable to hold off Wilson and West after he lost his brakes. Wilson took the win with West second and Bailey third.

Mud and water took a heavy toll in the first 500cc Senior moto. Leader Jim Wilson retired with water problems and Montesa mounted Tim Hart took the win. The second leg was Bailey's all the way, and again Wilson was forced to pit. With Wilson out, Easterner Barry Higgins moved up to second and Hart held down third.

The final leg was without a doubt the race of the day, and those who left early because of the cold and wind missed a wheel to wheel duel between the best the west has to offer against the cream of the east. This battle was not for first because Jim Wilson was out in front with a nice lead, but second place Gary Bailey had his hands full with New York's Barry Higgins. Barry held his CZ in striking distance every inch of the course, and challenged Bailey several times on each lap. On the final lap Bailey and Higgins were cutting down Wilson's lead and as they came into the last corner before the checkered flag Higgins passed Bailey. It appeared to be certain death for Gary but Barry, had to go wide in passing and Bailey zipped under him to regain second behind Wilson and win the class.

(Results on page 17)

Baker Braves Blasts And Bowers In Desert Win

Photos and Story by Mike Lovell

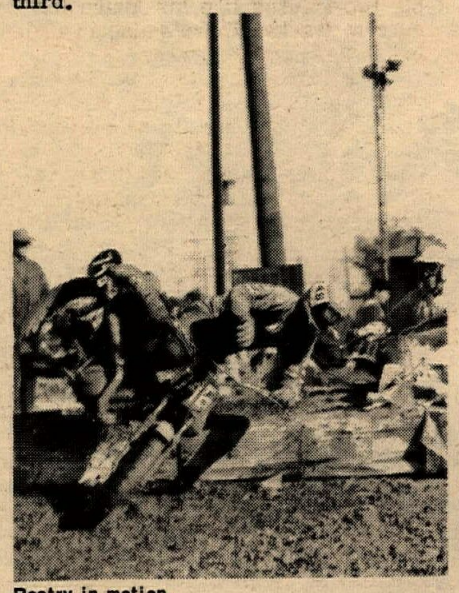
ADELANTO, CAL. Dec. 28, 1969– Blasts of win up to 70 MPH and 14 degree weather were the only things that went wrong with the Master Links M.C. Hare Scrambles at Adelanto Dec. 28, 1969. The big bikes took off at 10:04 followed in three minutes by the Trail Class. A standard banner start was used, but as the banner was dropped a flare, visible for eight miles, was fired. (No mistaking this start). The riders jammed across five miles of open desert towards the smoke bomb blown flat by the win. They picked up the trail after the bomb for a few miles then jumped into a sand wash with an occasional rock to check number one. The course went through some hill and dale type things, then a rock wash with some occasional sand and up a hill to check number two. Larry Bergquist on a Bultaco Bandit had three minutes plus on everyone as he headed across the desert towards a six lane Freeway-like sand wash to a fire road and check three where a guy could get it on as much as he wanted to. Back on to the desert and then into a crooked wash that had six foot banked sides where everyone played hippodrome racer. More fire road, a couple of rocks and it was over a hill to the home check.

On the second lap Bergquist had trouble and Al Baker took over the lead and came in for the win on a 250 Yamaha, with Phil Bowers also Yamaha mounted, second. Eric Jensen did a fine job as first 125 and 12th over all on his Sachs.

Trail King Jack Morgan aced his Hodaka into a win after a close race with Alan Lund whose bike couldn't stand the pace. The trail novice class went to 16 year old Ray Sloppy (pronounced – Slowpy) Jr. on a Sachs, his first District 37 win. Lund's bike was protested after the race, for being over the 100cc limitations of the Trail class. Happily, after a careful check, he was proved legal and took home an extra $10.00 for his trouble.

A talk with the Master Links after the race proved a successful run requires a lot of preparation, over 6,000 lbs. of lime and 2,000 ft. of yellow ribbon was used in the six weekends it took to lay out the course.

(Results on page 17)



Poetry in motion.

Mary McGee rode a CZ in two classes.

And lo, a Penton was found hiding among the bull rushes.

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PROFILE C.H. And Chuck Wheat: Father And Son Racing Team

This is the Wheat family racing team. Chuck and his Father, C.H. have become as familiar as a checkered flag around Southern California TT scrambles tracks.

Story and Photos by Maureen Lee

Like father, like son the old saying goes but all too often you see this lead to conflicts, especially if the son tries too hard to copy his father. There are always exceptions however, and the Wheat family is a prime example.

Watching them at a District 37 scramble is almost funny because they are so relaxed about the job in hand. When it's time to go to the ready line they just look at each other, get on their riding kits, fire up their Maicos and putter off. If something has to be done on one of the bikes after practice the pair of them work so calmly that you'd think they had all the time in the world to get it done. Once on the line you'll see that they usually sit side by side only because C.H. knows all the best places to start at all the tracks and has coached Chuck well.

C.H. started racing at sporting events in the fifties making quite a name for himself at De Anza, Rusty Nails, Spencer, Prado and doing it twice in a row at the Catalina Grand Prix. He turned pro and earned National Number 6 with wins at the Peoria TT and the Torrey Pines road races to name just two showing that he was a good all around racer not just a specialist. Always a big bike rider, he has ridden Triumph, BSA and Harley-Davidsons in his career and although the big fast tracks like Prado are gone he still has a TT Triumph. He prefers the big two-strokes like his Maico for the current tracks. There's also an ancient Indian lurking in his garage.

Does a man like this make his living in the world of motorcycling? Not always. C.H. doesn't although he actively is engaged in it. By the way, the C.H. doesn't stand for any names, that is his name. He is a regional supervisor for a firm selling all types of industrial cleansers, chemicals and glues, one of which he says can keep a jet airliner together. But what he could turn into a full time job anytime he wished is his consultant work on engines. He has built record winning engines for everything from SK class boats to go-carts and racing bikes. Firms like Triumph, Steen, Maico, and BSA turn him loose with new models or "problems" to find out what makes them tick and if they are suitable for the American market. Some of the goodies that Webco sells came from his ideas.

With a father like that it was only natural that Chuck would turn into a bike rider but C.H. never put the pressure on him and that is the secret to their relaxed days at the races. Dad isn't forcing Junior to do anything, Junior has made his own choice! Years ago we asked C.H. "When's Chuck going to start racing?" C.H.'s reply was "When he wants to race he'll tell me and I'll put him on the best I can afford, but if all he ever wants to do is trail, that's O.K."

On his fifteenth birthday, Chuck decided now was the time and on a Hodaka and a Kawasaki he was quickly up with the front runners, but still there was never that sensation you get with some riders of "go, blow or punch a hole in the wall."

When dad came home with a Maico to check out for Frank Cooper that was the end of the lightweight division for Chuck. He rode it and liked it, "I'm just made for a bigger bike, I guess," and soon there were two Maicos snuggled in the Wheat garage. In a little over six months Chuck went from big bike Novice to big bike Expert so now he has to ride against his dad. They both admit they think about each other a bit out there, after all, blood is thicker than water, but they don't help each other. C.H. knows that Chuck must learn from making the mistakes that all racers make and Chuck knows this himself but with all the hours he's spent riding with his father he doesn't often goof up.

Chuck has also found the happy balance of enjoying racing while not concentrating his whole life on it. His grades are high in school and when he graduates this year it's Junior College for him.

They are almost opposites in temperament. C.H. is a big, good natured outgoing man, Chuck is quieter, more relaxed but just as good natured. He also has a head on his shoulders. Mary Wheat says that the truck is often loaded for them to go trailing, C.H. is roaming around dying to get along, and Chuck is working patiently at the table and won't budge until he has all his homework finished. There's more to life than two-wheels for this young man.

The whole family, who resides in Sunnyvale, consists of C.H., Mary, Chuck and Karen. Their home is the kind you can lie on the floor after a rough day and bench race. Trophies won by both the Wheat gentlemen are displayed, in the living room and some of them are racing history. Chuck plans on turning pro when the time comes. They're a team to do District 37 proud and if you've ever watched them shoot off the line and into turn one you know what we mean when we say they each ride their own race.

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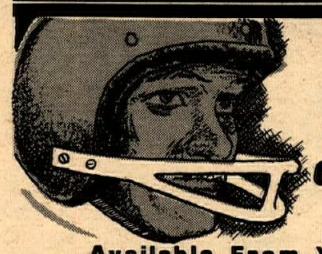
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Mud And Slush Send Oregon Riders Sailing

By Steve Wakeman

JACKSONVILLE, ORE., Dec. 28, 1969 – The rush to get off the starting line and out in front of the pack caused a few riders to hit the mud and go sailing over the handle bars in front of the spectators at the granite pits Hare Scrambles; Dec. 28th. The riders did five laps on a three mile course with one check point midway in the race and another at the starting point. The riders made good time even though there were patches of ice and snow, and one muddy hill.

The race began with a dead engine start. The bikes then went up a hill and between two flags in front of the spectators. Just at the bottom of the hill was a ledge which the bikes had to jump. The riders had to pull up on the handle bars of their bikes to keep the weight off the front of the bike as they made the jump. If the front wheel hit first, the riders usually found themselves airborne as they were thrown from their bike.

Chuck Buchanan, an ex-Medford rider from Portland, took first place riding a Greeves in the Open class.

We were honored to have three Eugene riders, two of which were sponsored by Oregon last year to enter a four hundred mile endurance race where they placed fifth. One Eugene rider, Keith Nerseth, riding a 250cc C-Z, took first place in his class as well as first overall.

(Results on page 17)

Wildman Waldman Wins At Cow Palace. Brelsford Still Point Leader

Photo and Story by W.H. Spencer

SAN FRANCISCO, CAL. Jan. 1, 1970 – Rapid Ralph Waldman, 88z, celebrated the arrival of the New Year and his Expert plate with a decisive win in the 15-lap feature at the San Francisco Cow Palace.

Second went to Greg Hodges, 56y, who worked his way up from sixth place and third went to newcomer Kenny Roberts. The new Novice, 80y, rode his first professional race and did a great job just in making the Main.

Waldman took the lead on the flag with Russ Powell, 58z, close behind but Powell lost his front wheel traction and watched young Roberts slip on by. Next to get by was Hodges who seems forever to be catching up. Hodges passed Roberts on lap eight as inexperience showed up and the newcomer started to go too wide coming out of the corners. His Novice number will be something to live up to as its previous owner, Jim Rice, takes up National 24.

In the ten lap consolation, George Carter, 24z, separated from the pack right off and was a hard man to catch as he jetted away.

The Trophy Dash was easily won by Bruce Teixeira, 154y, Billy Morgan, 25z, went to the foul line after pushing a little too much and before he got turned around the flag went up and with it Morgan's temper and the hoots from the crowd.

Bob Scally, 71z, performed his usual mastery of the motorcycle juggle in his qualifying heat by jumping over a tire without the assistance of holding onto the handlebars. He still managed to finish second and went on to the Main.

The first heat was won easily by Teixeira with Terry Sage, 70z, passing Scally on the inside as Scally, again, let it all hang out. In the first Semi, Scally was in the hot spot, fifth, when Jim Rice tried to get a wheel inside of Waldman and bailed off for his effort thereby enabling Scally to finish fourth and obtaining a spot in the main.

In the second heat, Chal De Cecco tangled with George Carter and wound up on the concrete. Billy Morgan led it until the last corner where he watched young Roberts go by on the inside. Jerry Baugh, 41y, luckily finished third after going through a death wobble series.

The second semi went to Russ Powell, 58z, now more than ever becoming the fan's choice for "Black Bart". Al Kenyon, 88y, came all the way from the foul line to finish fourth, on the rear wheels of Roberts.

In the previous week's event the 1969 indoor season closed on a familiar note for National number 87, Mark Brelsford. He had won another one.

The Main Event was a long time in running as starter Jerry Barkley had his hands full of 6 Experts, 1 Amateur and 1 Novice, all who read starters a little on the fast side.

Brelsford took the jump with Rice and Romero in tow. At the end of lap 1, Russ Powell 58z, locked up with Chal De Cecco, 85y, and rode him down very hard. Almost immediately, at the other end of the track, Dave Hansen, 22y, did a stand-up, handlebar, end over and out came the black flag.

An in-line restart was the rule as two laps were completed, much to the displeasure of the fans. They were also unhappy with Powell and expressed themselves thusly.

Brelsford led off and with Rice fairly close in, left the rest of the pack following Romero around. Hansen made the only significant change during the 15 laps by moving into fourth in front of Butch Corder, 92y. As the checkered came out, Mark was already picking his way through the back of the pack.

Dan Haaby, national number 22, rode his factory Yamaha to a victory in the 10 lap consolation and showed that his frame design is working correctly. Now he plans on putting some work in the engine to bring out some extra horsepower. This series will be his test ground for the Houston National.

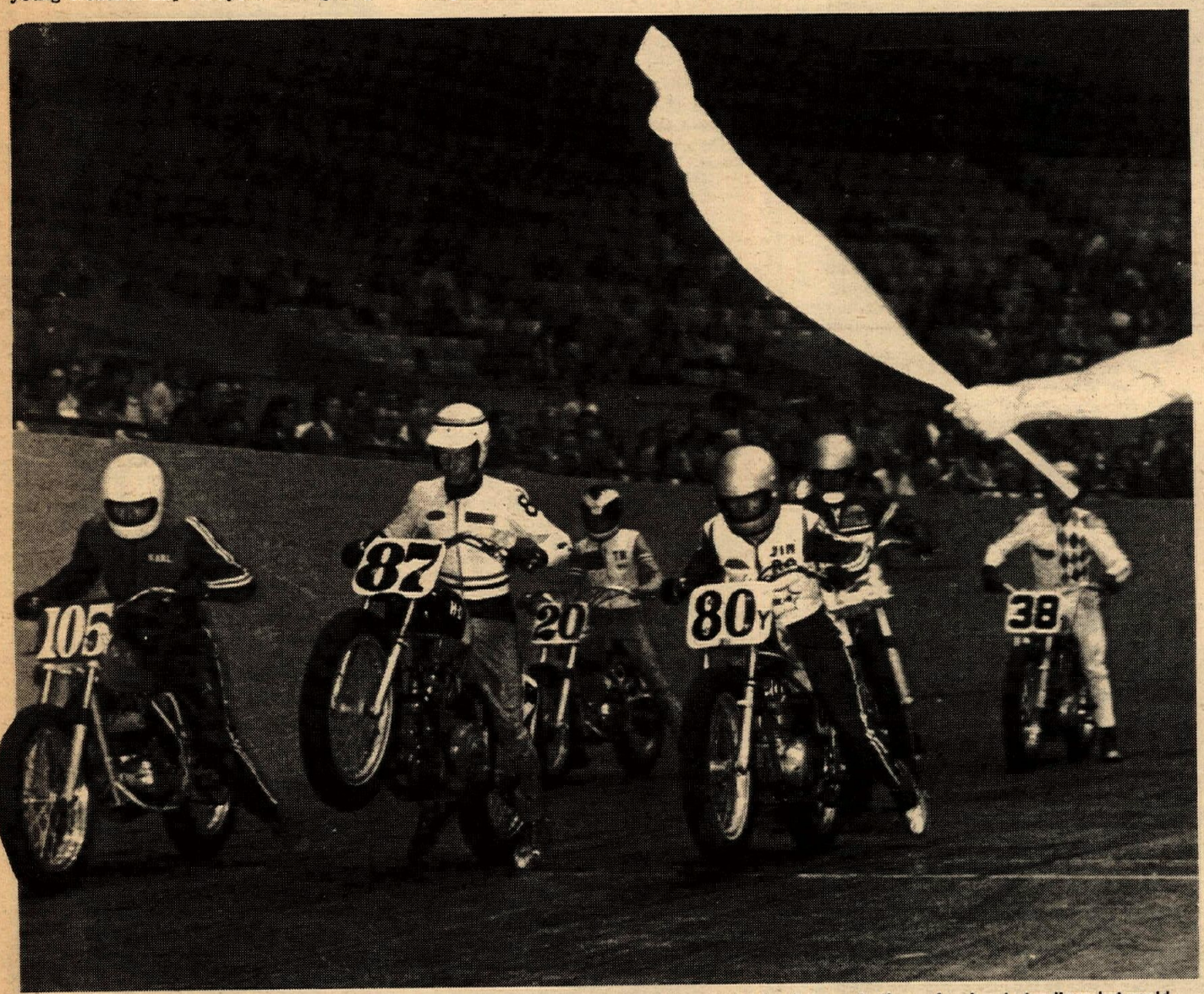
In the Trophy Dash Gene Romero shook his head and the starter dropped the flag and Romero, once again, psyched his way off the line first. This was the three lap trophy dash and he was the winner.

At the December 20th meet Mark Brelsford, comandeered first place and led all 15 laps in the feature event. Second went to rapid Ralph Waldman, who was really with it. Ralph won his semi and was on the pole of the main by virtue of a 3/10's second faster time than Brelsford's Semi. But as the flag went up to start the main Brelsford's Harley was fastest exiting the first turn. Third went to Greg Hodges, 56y, who is just as fast as the rest, but has troubles with spinning tires at the start line. Hodges was hard pressed by Dave Hansen, 22y, who came from the foul line to finish fourth.

Jim Rice, 80y, opening night winner, was dumped by Russ Powell, 58z, early in the race and Mike Yarn, 46z, 1967 indoor champion, suffered the same fate as the hard charging San Anselmo Expert tried to catch the leaders after a poor start.

The next event, Jan. 25, will be a special as Evel Knievel will attempt an indoor jump record, if there is such a thing, by trying to jump five vehicles. He will probably start in the parking lot and finish up in the pits.

(Results on page 17)



The flag flips in the air and Mark Brelsford grabs a big handful of sky. Brelsford is still high point man in the professional standings but rapid Ralph Waldman won the Main Event New Year's day.

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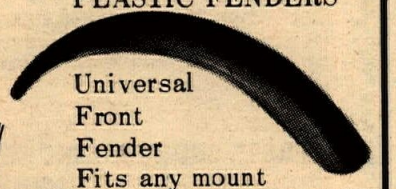

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Dry Woodland Track Draws 201

Ed (101q) Herrmann leads some of the more than 60 250cc riders at the Woodland Winter Scrambles. Ed came back later in the Open class to nail down both the A Main and the Trophy Dash.

By N.A. Williams

WOODLAND, WASH. Dec. 28, 1969 – Woodland's Winter Scrambles could have been anyone's race with a turnout of 201 riders and a large spectator crowd on a bright sunny day.

The track was dry and fast. It was a little rutted after the day's races but not bad for the amount of traffic on it all day.

The only rider to take both a Trophy Dash and A Main was Ed Herrmann on a Tri. in the Open class.

The rest of the races generally went to the rider that got out in front first and could stay there. Some of the riders got in front by over riding themselves and went down on one of the corners to watch the steady racers go by.

(Results on page 17)

Bismark Trialsters Shiver Through Freezing Traps

By Jack Duncanson

BISMARK, N. DAK. Dec. 21, 1969– In the snowy and cold wilderness of the Missouri River bottoms, the Capital City Cyclers held an English Observed Trials, December 21, 1969.

The weather was miserable, the traction was poor because of the two to three inches of snow that covered the ground, and the riders were frozen because of the sub-freezing temperatures.

The Ten Sections that were run were as miserable as the weather. The ground was frozen and snow-covered, and the logs were wet and slippery which made the riders work all the harder to keep the bike under them rather than on top of them.

Steve Bauman of Bismarck, on a borrowed 125cc Penton, rode to first overall in the slippery muck.

Jasper Kleinjan of Bismarck on a 125cc Penton edged out Wes Shoina of Minot by three points, 27 to 24, for the gold in the 0 to 175cc class.

In the 250cc A class Jasper Kleinjan on a 250cc Yamaha squeaked past Gene Bartholome of Bismarck on a borrowed 250cc Yamaha, 23 to 24.

250cc B rider Keith Larson, riding Jack Duncanson's 250cc Yamaha, put on a stunning display of Trialmanship by losing only 25 points for first place in the B class and a very good 4th overall. Not bad for a beginner.

Mark Small of Bismarck rode to a very close second on his Kawasaki by losing y 2 points more than Keith for a 27 total.

In the big class Steve Bauman earned some more gold by riding his 250cc Ducati to first with a 29 point loss. Dick Fahlsing also on a 350cc Ducati rode to 4 points behind Steve with 33.

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WILSON WINS WITH CROWDS

San Diego's pride "Battlin' Billy" Silverthorn hacks and slashes in the 250 Expert struggle.

From this photo it would appear that the majority of Carlsb Wambold manages to hold a slim lead in the Division 1 fray

Looking back to where he's been instead of ahead to where he was going caused poor Mark Blackwell to finish in 3rd in a 500 Expert race.

Photos and Story by John Shedd

CARLSBAD, CAL. Jan. 11, 1970 – The CMC opened up their 1970 season at Carlsbad with a record entry. Up until this past Sunday entries had been in the neighborhood of 250, but 1970 brought on an all time high of 352. There would have been many more, but they were turned away, even though some offered to pay entry fees as high as $20.

The CMC has added a 100cc Jr. class for the new year, and this added another three races to the already busy schedule, making a total of 36 events for the day.

The track was damp from Saturday night's rain for the first series of motos, but when the second series started – so did the rain. The rain lasted for the rest of the day and so did most of the riders.

Even with a record number of riders, 36 races and rain the CMC did a tremendous job. The first event started shortly after 10 o'clock and the last moto was over by 5 o'clock. How's that for efficiency?

C. Pritzereuter took the win in the debut of the 100cc Jr. class. M. Roach finished second but Pritzereuter's biggest problem came in the second leg when C. Brouck took the lead from him twice.

The 125cc Ex. followed the 100's. Tim Hart picked off the first moto, with Bill Urban second. Urban bested Hart in the second leg, but Hart came back to win the final race and the class.

Tim Hart zoomed into the lead in the first 250cc Ex. moto, with Gary Bailey close behind. Bailey's bike ran sour before the first lap was over, and Bill Silverthorn moved up to second. Jim Wilson was about midway in the pack at the beginning of the first lap, but he moved up and passed Silvert before starting the second lap set his sights on Hart, and w overtake him and win the first burst into the lead in the seco had difficulties in the first lap, took over the lead and went

The rain was falling harder final leg, and it was Biley's the drop of the flag. Bailey took cash for first place with two w second, and Silverthorn too place money with a pair of

The problems that plagued Ji in the 250cc class didn't occ 500cc class and he went on t three legs, and made it look q Gary Bailey earned second pla with two seconds and a third, Runyard picked up third pla without finishing higher than any moto.

(Results on page 17)

Jim Benry turns on his Maico in a futile attempt to catch eventual 250 Junior winner R. Britton.

The mud merely added another dimension to what was already a tricky circu

S AND CLOUDS AT CARLSBAD

d 352 riders were entered in the 125 Junior class. Here D.

Neither rain nor mud nor sleet ...

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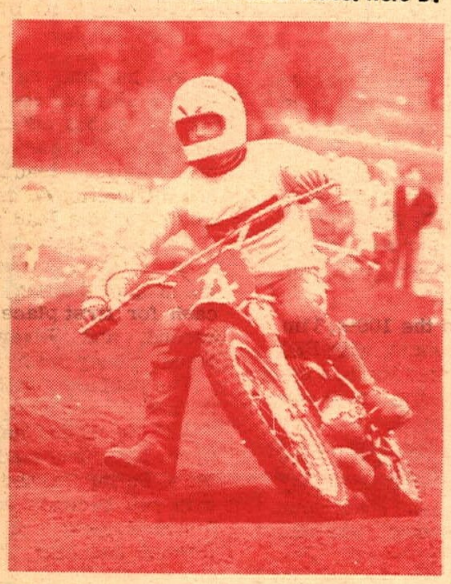
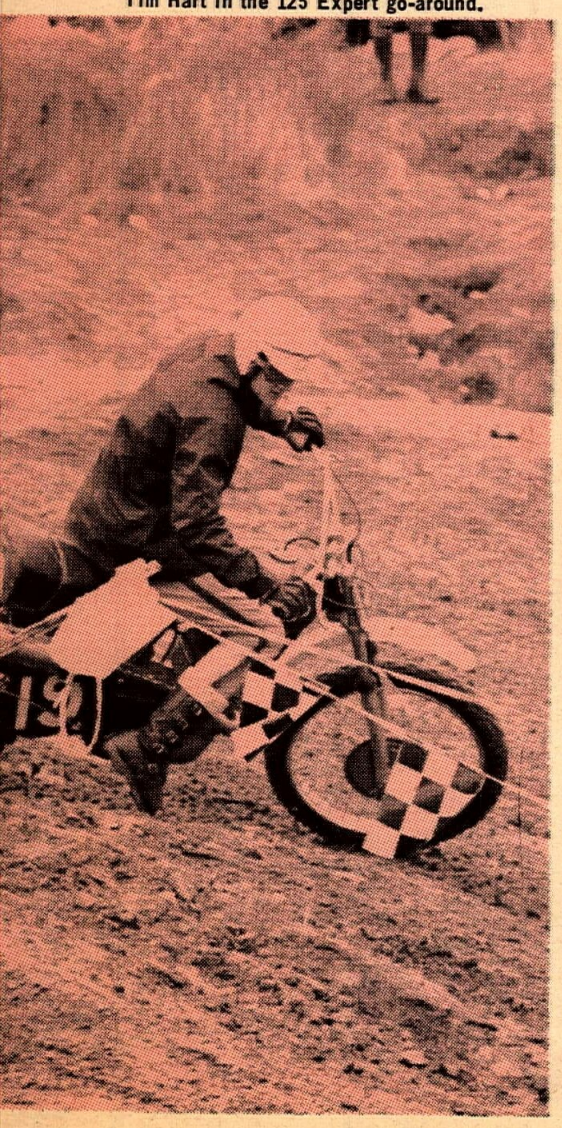


Bill Urban, Bultaco mounted bows to Sach's Tim Hart in the 125 Expert go-around.



Rounding the chicane at Carlsbad's super motocross course is Southern California's triumvirate: HART, WILSON and BAILEY.

results

INDOOR SHORT TRACK
San Francisco, Cal.
Dec. 20, 1969
By Bill Spencer

SEMI #1 56:52	
Mark Brelsford	H-D
Jim Rice	BSA
Dave Hansen	Bul
Russ Powell	Bul
SEMI #2 1:13:82	
Ralph Waldman	Tri
Gene Romero	Tri
Greg Hodges	Suz
Mike Yarn	Oss
CONSOLATION 1:34:63	
Chal De Cecco	Tri
Jim Thompson	Duc
Bill Morgan	Bul
Kris Bakke	Bul
MAIN EVENT 2:15:23	
Mark Brelsford	H-D
Ralph Waldman	Tri
Greg Hodges	Suz
Dave Hansen	Bul
Gene Romero	Tri
Russ Powell	Bul

INDOOR SHORT TRACK
San Francisco, Cal.
Dec. 26, 1969
By Bill Spencer

SEMI #1	
Mark Brelsford	H-D
Gene Romero	Tri
Butch Corder	Tri
Dave Hansen	Bul
SEMI #2 1:13:59	
Jim Rice	BSA
Bruce Teixeira	Bul
Chal De Cecco	Tri
Russ Powell	Bul
TROPHY DASH	
Gene Romero	Tri
Mark Brelsford	H-D
Chal De Cecco	Tri
Jim Foley	Bul
CONSOLATION 1:35:64	
Dan Haaby	Yam
Al Ludwigson	Suz
Joe Soto	Bul
Bob Morgan	Bul
MAIN 15-lap	
Mark Brelsford	H-D
Jim Rice	BSA
Gene Romero	Tri
Dave Hansen	Bul
Butch Corder	Tri
Bruce Teixeira	Bul
Chal DeCecco	Tri
Russ Powell	Bul

INDOOR SHORT TRACK
San Francisco, Cal.
Jan. 1, 1970
By Bill Spencer

HEAT #1 56:71	
Bruce Teixeira	Bul
Terry Sage	Bul
Bob Scally	Bul
HEAT #2 57:94	
Kenny Roberts	Suz
Billy Morgan	Bul
Jerry Baugh	Oss
HEAT #3	
Ralph Waldman	Tri
Jim Rice	BSA
Al Kenyon	Bul
Sam Mangalin	Bul
SEMI #1	
Ralph Waldman	Tri
Bruce Teixeira	Bul
Terry Sage	Bul
Bob Scally	Bul
SEMI #2 1:14:35	
Russ Powell	Bul
Gregg Hodges	Suz
Kenny Roberts	Suz
Al Kenyon	Bul
TROPHY DASH	
Bruce Teixeira	Bul
CONSOLATION 1:36:02	
George Carter	Yam
MAIN	
Ralph Waldman	Tri
Greg Hodges	Suz
Kenny Roberts	Suz
Russ Powell	Bul
Bruce Teixeira	Bul
Terry Sage	Bul
Bob Scally	Bul
Al Kenyon	Bul

T.T. SCRAMBLES
Bay Mare Ranch, Cal.
Dec. 14, 1969

50cc NOV./AM./EXP.	
*S. Nichols	Yam
J. Lewis	Yam
D. Alfred	Hon
S. Harrera	Yam
K. Lewis	Hon
P. Taylor	Hon
S. Pondexter	Yam
T. Farrel	Hon
T. Lawrence	Yam
100cc NOV.	
*J. Sperry	Yam
*D. Pierce	Hon
*S. Johnson	Kaw
D. Sprayberry	Hon
G. Barrett	Kaw
J. Sexton	Kaw
B. Brooks	Kaw
R. Wolff	Kaw
M. Buth	Hon
R. Troutt	Hon
B. Beckwith	Bri
100cc AM./EXP.	
*G. Scott	Kaw
S. Sivadge	Kaw
R. Sweaney	Kaw
S. Nichols	Yam
D. Daigh	Suz
T. McKee	Kaw
B. Sanders	Kaw
J. Lewis	Yam
C. Neeley	–
S. Beckwith	M-B
A. Tarton	Bul
D. Connelly	Hod
B. Buth	Hon
C. Archer	Hon
N. Voge	–
125cc NOV.	
*B. Severy	Yam
D. York	Yam
D. Armstrong	Yam
F. Wenzel	Yam
D. Hames	Yam
J. Tabler	Yam
S. Hyder	Yam
S. Porter	A-E
J. Hargrove	Yam
G. Leach	Yam
J. Schroeder	Sac
P. Kelso	–
B. Powell	Puc
125cc AM./EXP.	
*H. Scott	Yam
S. Nichols	Yam
T. Warren	Bul
R. Hill	Yam
G. Scott	Bul
S. Putter	Yam
S. Ellsworth	Bul
L. Cotton	Yam
A. Gaston	Yam
175cc NOV.	
*B. Payne	Bul
N. Cams	Hon
J. Blunt	Oss
D. Karschner	Hon
J. Hardison	Yam
F. Wing	Mon
G. Davis	Hon
C. Hurley	Hon
B. Wing	Mon
175cc EXP.	
*C. Cove	Oss
G. Ome, Jr.	Sac
S. Bast	Bul
B. Hardison	Yam
D. Hopkins	Bri
200cc NOV./EXP.	
*L. Taylor	Bul
B. Saunders	Bul
L. Hardison	Bul
E. Poore	Bul
L. Beall	Bri
C. Soderstrom	Bul
250cc NOV.	
*M. Arrambide	Oss
*D. Sexton	Bul
*J. Erwin	Mai
S. Johnson	Kaw
B. Savage	Yam
D. Stewart	Bul
S. Jackson	A-E
G. Anderson	Bul
S. Mudd	–
M. Alzela	Yam
D. Sprayberry	R-E
T. Gowing	Mai
J. Ferris	Yam
B. Hosford	Bul

Bay Mare Scr. Cont'd.

250cc EXP.	
*G. Scott	Bul
D. Hockie	Oss
G. Ome, Jr.	Mon
C. Cove	Oss
E. Olesel	Bul
C. Gann	Oss
B. Hardison	Kaw
J. Regben	Bul
S. Nichols	Yam
R. Ellis	Bul
W. Hockie	Oss
R. Hill	Yam
R. Powell	Kaw
L. Taylor	Bul
250cc AM.	
*C. Soderstrom	Bul
B. Greenstreet	Bul
D. Thompson	Bul
J. Dawson	Yam
D. Lundberg	Bul
C. Burt	Bul
350cc NOV.	
*C. Winnegar	Hon
S. Mori	Hon
K. Potter	–
F. Wells	Hon
G. Grayson	Yam
J. Johnnie	Hon
R. Mandeville	Mon
P. Kloer	Hon
B. Ferguson	Hon
T. Lamar	Hon
500cc NOV.	
*T. Mainini	Bul
J. Thomason	Tri
R. Perzely	Tri
W. Rutledge	BSA
S. Lonell	Mon
L. Amyes	Bul
A. Hernandez	Tri
350 & 500cc AM.	
*J. Dawson	Mai
B. Greenstreet	–
B. Ward	BSA
J. Wall	Bul
J. Hanson	Hon
J. Stein	C-Z
B. Hardison	Tri
A. Skeel	H-D
S. Saylor	A-E
500cc EXP.	
*J. Connolly	Gre
C. Wheat	Mai
C.H. Wheat	Mai
D. Havlew	BSA
B. Ferre	Tri
M. Bast	C-Z
OPEN NOV.	
*D. Karsuhney	Tri
A. Hernandez	Nor
C. Irons	Tri
R. Porzelt	Tri
R. Saddler	Tri
D. Needham	–
W. Carter	Tri
N. Walke	Tri
T. Davis	Tri
OPEN AM.	
*A. Amarillas	Tri
P. Armstrong	Tri
F.S. Corley	Tri
S. Bast	Tri
OPEN EXP.	
*M. Posey	Tri
G. Smith	Tri
T. Morarity	Tri
C. Hart	Tri
J. Wiley	Tri
I. Mizon	Tri
T. Dorsch	Tri

DUNLAP TRAILS
Dunlap, Calif.
Dec. 7, 1969

NOVICE CLASS	
Rode 8 Sec.–3 Times	
R. Reinitz	18
J. Higgens	28
B. Kiser	28
EXPERT CLASS	
Rode 12 Sec.– 3 Times	
P. Olliges	34
K. Walker	36
J. Blailock	43
G. Davis	46
D. Lawrence	54
J. Irons	70
R. Vela	77
J. Van Wormer	90

ASCOT MOTOCROSS
Gardena, Cal.
Dec. 28, 1969
By John Shedd

125cc JUNIOR CLASS	
Bryar Holcomb	Pen
Wally Gordon	Yam
Tom Stowers	Pen
Vic Hannan	–
Bill Schaffer	Yam
Jesse Slaton	Sac
Alvin Blain	Kaw
John Fox	–
Rick Sappington	Yam
Harley Pace	Pen
Larry Turner	Pen
Bob Haag	Hod
Jim Hobbs	Yam
Scott Hoffee	Hod
Tom Grigsby	Hod
250cc JUNIOR CLASS	
Tony Mason	C-Z
Robert Whitlock	Yam
Jim MacDonald	Yam
Dave Messer	Bul
Pete Kolbet	C-Z
Mike Horstman	C-Z
Jim Boldt	C-Z
Armond Caprio	Yam
Eric Nelson	Bul
Charlie Powell	Hus
Tommy L. Cook	Yam
Tom Conley	Gre
Mary McGee	C-Z
John Rubcic	C-Z
Bob Reynolds	Bul
Howard Markham	A-E
500cc JUNIOR CLASS	
Terry Bilton	Mai
Ronnie Bunn	C-Z
Mike Chamberlain	Mai
Jim Boldt	C-Z
Jeffery Dodd	Mai
Ron Frescura	C-Z
George Schaffer	A-E
W.C. Thornton	Mai
Mary McGee	C-Z
William Jones	Mai
125cc SENIOR CLASS	
Gary Bailey	Sac
Gary Jones	Yam
Glen Lund	Sac
Tim Hart	Sac
Bob Messer	Sac
Steve Hurd	Kaw
250cc SENIOR CLASS	
Jim Wilson	Gre
Jim West	AJS
Gary Bailey	Gre
Walt Axthelm	C-Z
Steve Hammer	AJS
Chuck Lunde	C-Z
500cc SENIOR CLASS	
Gary Bailey	Gre
Barry Higgins	C-Z
Walt Axthelm	Ric
Sonny DeFeo	C-Z

MASTER LINKS HARE SCRAMBLES
Adelanto, Cal.
Dec. 28, 1969
By Mike Lovell

OPEN	
A. Baker	Yam
P. Bowers	Yam
B. Coyne	Hus
TRAIL	
J. Morgan	Hod
J. Froelich	Hod
J. Sumners	Hod

1969 ULTRA T.T. CLUB STANDINGS DISTRICT 37

1. Lightweight	3933
2. Powder Puff	350
3. Rough Riders	234
4. Scramblers	214
5. S.B.B.M.C.	187
6. Jackrabbits	181
7. Prospectors	160
8. California Gophers	96
9. Checkers	90
10. Barstow	50
11. Striped Crusaders	42
12. O.C.M.C.	38
13. Stump Jumpers	33
14. Four Aces	25
15. Perris Valley	20
16. High Siders	14
17. San Pedro	10
18. Foothill Hawks	8
19. Rams	8
20. Hilltoppers	6
21. Simi Valley	6
22. Sinners	5

T.T. SCRAMBLES
Elsinore, Calif.
Dec. 20, 1969
By Lorri Lee

POWDER PUFF	
D. Reon	Hod
K. Bochart	Hod
NOVICE NOVICE	
S. Pawling	Yam
D. Calhoun	Yam
B. Deffenbach	Yam
100 NOVICE	
J. Coleman	Kaw
R. Morrison	Kaw
B. Hosford	Bul
125 NOVICE	
L. Chapple	Yam
R. McEwen	Yam
G. Gillespie	Yam
250 NOVICE	
J. Hendry	Oss
H. Cheetwood	Yam
T. McCool	Kaw
350-500 & OPEN NOV.	
L. Bochkay	H-D
T. Dell	BSA
J.R. Maahs	Gre
100 EXPERT	
T. McKee	Kaw
S. Sivadge	Kaw
R. Morrison	Kaw
125 EXPERT	
L. Bird	Yam
R. Morrison	Kaw
S. Willoughby	Kaw
250 EXPERT	
R. Vanderpool	Bul
S. Jones	Bul
S. Johnson	Kaw
OPEN EXPERT	
R. Vanderpool	–
SPECIAL EXPERT	
M. Hannon	–
SWEEPSTAKES	
T. McKee	–

FLAT TRACK & T.T.
South Gate, Calif.
Jan. 2, 1970
By Dennis Greene

T.T.	
100cc	
Rob Morrison	Kaw
Bob Brooks	Kaw
125cc	
Danny Corbett	Yam
Gregg Edans	Yam
D.G. Ralph	Yam
250cc	
Irwin Moon	Bul
Ray Vanderpool	Bul
Wayne Hosaka	Bul
F.T.	
100cc	
Kirk Redding	Kaw
Rob Morrison	Kaw
Rob Willcams	Hod
125cc	
Danny Corbett	Yam
Jim Taber	Yam
Gregg Evans	Yam
250cc	
Larry Shaw	Bul
Ray Vanderpool	Bul
Wayne Hosaka	Bul

RESULTS

PASADENA HARE SCRAMBLES
Kramer's Corners, Cal.
Jan. 11, 1970
By Dick Wright

Whitey Martino	500 Ex	Hus
Larry Bergquist	500 Ex	Bul
R. Thornwaldson	500 Ex	Bul
Howard Utsey	500 Ex	C-Z
Bruce Dunsford	500 Ex	Hus
J.N. Roberts	500 Ex	Hus
Steve Kirk	500 Ex	Mon
John Gaitz	500 Ex	Hus
Bill Friant	250 Ex	Hus
Wes Anderson Jr.	250 Am	Yam
Tom Maxwell	500 Ex	Hus
S. Burg	500	Hus
Tom Poteet	250 Ex	Bul
Tom Schmid	250 Ex	Bul
Whitey Gregory	500 Ex	Mai
Eric Jenson	125 Ex	Sac
Jeff Andrews	250 Nov	Yam
Roger Terry	500 Am	Hus
Bubar	Op Ex	Tri
Mike Burk	Op Ex	Tri
100 cc		
Jim Sumners	Ex	Hod
Jack Froelich	Ex	Bul
Don Eide	Am	Hod
Ken Buckspan	Ex	SS Hod
Craig Forney	Nov	Hod

AMA DISTRICT 37 1970 DESERT HEAVYWEIGHT Point Standings

1. Whitey Martino	Ex	1650
2. Steve Kirk	Ex	1464
3. Rick Shirey	Ex	1435
4. Dave Lewis	Ex	1325
5. Jack Byers	Ex	1270
6. George Walker	Ex	1240
7. Bruce Lewellyn	Ex	1180
8. J. N. Roberts	Ex	1164
9. Tom Maxwell	Ex	1097
10. Duffy Hambleton	Ex	1015
11. Doyle Fields	Ex	1006
12. Larry Bergquist	Ex	1000
13. Marty Dahlquist	Ex	990
14. Howard Utsey	Ex	900
15. Frank Russo	Am	836
16. Don Hill	Am	827
17. Dick Miller	Ex	803
18. Tim Smith	Ex	796
19. Jim Dorman	Ex	793
20. Morris Norman	Am	780

(Continued next week)

1969 LIGHTWEIGHT CLUB STANDINGS DIST. 37

1. Lightweight	4137
2. Jackrabbits	2046
3. Scramblers	1296
4. Prospectors	1119
5. S.B.V.M.C.	493
6. Gripsters	489
7. Dirt Diggers	421
8. O.C.M.C.	285
9. San Pedro	282
10. Perris Valley	271
11. Stump-Jumpers	181
12. Rams	136
13. Simi Valley	99
14. Rough Riders	60
15. Checkers	58
16. Crestline	50
17. California Gophers	30
18. Sinners	30
19. Four Aces	24
20. Hi-Jinx	21
21. Desert Phantoms	18
22. Viewfinders	16
23. Bushmasters	14
24. Lost Angels	10
25. Red Dots	9

AMA INDOOR PROFESSIONAL SHORT TRACK Point Standings thru January 1, 1970
By Bill Spencer

Mark Brelsford	H-D	73
Butch Corder	Tri	30
Russ Powell	Bul	30
Terry Sage	Bul	22
Ralph Waldman	Tri	20
Jim Rice	BSA	18
Greg Hodges	Suz	17
Gene Romero	Tri	15
Nick Theroux	Hon	13
Chal DeCecco	Tri	11
Dave Hansen	Bul	9
Bill Morgan	Bul	8
George Carter	Yam	6
Jerry Baugh	Oss	5
Ken Roberts	Suz	3
Al Kenyon	Bul	3
Kris Bakke	Bul	2
Joe Henry	Tri	2

BAILEY BROS. PRESENT ANOTHER FIRST AT ASCOT PARK!
$1000 PURSE! O-OPEN CLASS

3 HOUR TEAM RACE

1-Senior & 1-Junior or 2 Juniors make a team

$5.00 Mail Entry Per Rider
$10.00 Post Entry Per Rider

JAN 25 1970

Another First: Passenger Race
2 riders on the same machine $200 Purse!

Mail Entry To:
Bailey Bros.
17124 S. Western
Gardena, Calif. 90247
Info. Call (213) 327-1420

We Will Give You a # For This Race. 1st Entry Gets 1st #

T.T. SCRAMBLES
Woodland, Wash.
Dec. 28, 1969
By N.A. Williams

100cc TROPHY DASH	
Gary Kapus	Kaw
A MAIN	
Brad Mills	Kaw
B MAIN	
Jim Sether	Kaw
C. MAIN	
Greg Lind	Kaw
D MAIN	
Bob Block	Hod
200cc TROPHY DASH	
Mike Thompson	Bul
A MAIN	
Walt Pries	Bul
B MAIN	
Dick Anderson	Kaw
C MAIN	
Pete Rushton	Yam
D MAIN	
Mike Hannula	Yam
250cc TROPHY DASH	
Tom Watterson	Yam
A MAIN	
Ike Reed	Mai
B MAIN	
Tim Lookwood	Mon
C MAIN	
Fred Leach	C-Z
D MAIN	
Mark Leslie	Suz
360cc TROPHY DASH	
Ed Herrmann	Bul
A MAIN	
Jim Smith	C-Z
B MAIN	
Fred Leach	C-Z
C MAIN	
Bennett Moen	Mai
D MAIN	
Brad Mills	Kaw
OPEN CLASS T.D.	
Ed Herrmann	Tri
A MAIN	
Ed Herrmann	Tri
Tom Wood	Nor
Larry Finstad	Tri
B MAIN	
Neal Hulet	Hon
Bob Weigant	Tri

HARE SCRAMBLES
Jacksonville, Ore.
Dec. 28, 1969
By Steve Wakeman

100cc UNDER 16	
Dale Ruth	Kaw
David Reed	Sac
100cc OVER 16	
John English	Sac
151-200cc	
Ted Saures	Pen
Doug Coffman	Sac
Don Coghill	Sac
250cc BEGINNER	
Marion Warren	Yam
Gordon Munden	Yam
250cc EXP.	
Keith Nerseth	C-Z
Gary Worden	Yam
Jerry Douglas	Yam
OPEN CLASS	
Chuck Buchanan	Gre
Lew Kesey	C-Z
Gary Tippets	Gre

CMC MOTOCROSS
Fontana, Cal.
Dec. 28, 1969
By Jerry Mills

100cc	
C. Bouck	Hod
R. Morrison	Bul
L. Pfutzenreuter	Bul
125cc DIV. 1	
M. Gardner	Yam
B. Wilkinson	Yam
J. Barclay	Pen
125cc DIV. 2	
B. Collins	Yam
R. Minors	Bul
B. Lendl	Yam
250cc DIV. 1	
R. Stanton	Oss
H. Fletcher	Hus
D. Smith	Hus
250cc DIV. 2	
A. Wirtzle	C-Z
S. Jackson	–
S. Oliver	Yam
500cc OPEN	
B. Harris	Hus
R. Davis	Bul
A. Anders	Bul
250cc EXPERT	
T. Rapp	Bul
P.J. DeBenedetti	Mai
J. Fishback	Yam

CMC MOTOCROSS
Carlsbad, Calif.
Jan. 11, 1970
By John Shedd

100cc JR.	
C. Pritzereuter	Bul
M. Roach	Sac
R. Frezza	Hod
M. Davis	Kaw
J. Pithin	Bul
125cc EX.	
T. Hart	Sac
B. Urban	Bul
R. Benites	Pen
B. Holcomb	Pen
G. Lund	Sac
125cc JR. DIV. I	
D. Boydson	Yam
T. Shomate	Bul
D. Wambold	Yam
P. Myers	Bul
T. Mandeville	Yam
125cc JR. DIV. II	
R. Brass	Yam
C. Bean	Yam
J. Slatan	-
T. Stowers	Pen
J. Gilchrist	Yam
125cc JR. DIV. III	
D. Rodgers	Bul
J. Beauchamp	Sac
S. Nicholls	Yam
J. Crook	Sac
R. Morrison	Bul
250cc EXPERT	
G. Bailey	Gre
B. Silverthorn	Hus
J. Wilson	Gre
B. Bailey	Mai
B. Baron	C-Z
250cc JR. DIV. I	
R. Britton	Yam
J. Benry	Mai
D. Smith	Hus
M. Dailey	Mai
A. Newsom	C-Z
250cc JR. DIV. II	
F. Cox	C-Z
J. Robcic	C-Z
Tudorblum	Mon
D. Benson	C-Z
R. Fortier	C-Z
250cc DIV. III	
M. Drens	C-Z
C. Grizzle	Bul
B. Brown	C-Z
A. Dibelka	-
S. Jackson	A-E
500cc EXPERT	
J. Wilson	Gre
G. Bailey	Gre
M. Runyard	Mon
M. Blackwell	C-Z
W. Axthelm	BSA
500cc JR. DIV. I	
E. Abbot	Mai
M. Harrison	Mai
R. Bunn	C-Z
T. Bilton	Mai
D. Freitas	Mai
500cc JR. DIV. II	
C. Graham	Mai
C. Cram	Bul
B. Clements	Hus
R. Davis	Bul
J. Biedonbach	C-Z

AMERICAN MOTOCROSS
TEAM DONORS
From Dec. 22, 1969
thru Jan. 5, 1970

Ayers, Jim	Pa.
Burr, William	Utah
Campbell, Dean	Ga
Caruth, Mr. & Mrs.	Calif.
Donst, Steve	Ohio
Fassett, Richard	N.Y.
Gillanders, Dave	Calif.
Guise, Kenneth	Ill.
Parfsing, Eric J.	Mich.
Faust, Edwain	Mich.
Harmon, Robert	Mass.
Held, Hans	N.J.
Henderson, R.	Wash.
Iles, John	Conn.
Kentner, H.T. II	Calif.
Lopez, John	Calif.
Merithew, K.	N.Y.
Miller, David	Calif.
Miller, J.N.	Pa.
Moore, Don	N.J.
Myers, Robert	N.Mex.
Pearson, Richard	Conn.
Quaintance, S.J.	Pa.
Riddle, Warren	Va.
Sennett, R.W.	Ind.
Siple, Howard	Ill.
Smiling, Susan	Okla.
Tracy, Mike	Calif.
Van Fleet, David	Ariz.
Webb, Robt. W.	Ky.

POSO PARK MOTOCROSS
Bakersfield, Calif.
Jan 11, 1970
By Jack Light

100cc JR.	
Vince Clark	Hod
Larry Greer	Hod
Jackson Wilson	Baj
Rick McPeters	Hod
Vince Eyre	Sac
T.D. McCollum	Kaw
125cc JR. I	
Phil Taylor	Mai
Geral Yarbrough	Bul
Randy Piepkorn	Yam
J.D. Bramlet	Pen
Jerry Eyre	Yam
Tim Ronsse	Sac
125cc JR. II	
Tom Garrett	Yam
Joel Eckels	Yam
Craig Woods	Yam
Rickie Biddle	Yam
Merrill Tooley	Yam
Steve Italiano	Yam
125cc SR.	
Gene Cannady	Sac
Richard Allen	Yam
Rory Muscatel	A-E
Don Reynolds	Yam
Gary Jones	Yam
Allen Garrett	Yam
250cc JR. I	
Ken Bonnefin	Hus
Doug Wheeler	C-Z
David Williams	Yam
Joe Cushaway	C-Z
Jack King	C-Z
George Muzyka	Suz
250cc JR. II	
Jeff Johnson	Suz
Charlie Powell	Hus
John Grossini	Suz
250cc SR.	
Mike Spier	Mai
Ron Miller	Hus
Mike Best	Oss
OPEN JR.	
George Snider	Mai
Les Carpenter	C-Z
Ron Burpo	C-Z
OPEN SR.	
Russ Darnell	Hus
Bob Grossi	Hus
Bob Bowers	Hus

T.T. SCRAMBLES
DIST. 37
Adelanto, Calif.
Jan. 11, 1970

50-100cc AM./EX.	
J. Sperry	Yam
G. Scott	Kaw
R. Sweney	Kaw
100cc NOVICE	
J. Sexton	Kaw
W. Whisenant	Yam
R. Edge	-
POWDER PUFF	
L. Burke	Kaw
D. Connolly	Hod
T. Doron	Hod
125cc NOVICE	
D. Walters	Yam
T. McDonald	Yam
125cc AM./EX.	
G. Scott	Bul
R. Termin	Bul
P. Lambert	Yam
175-200 AM./EX.	
F. Bendrat	Bul
D. Kissack	Kaw
T. Bulgarin	Kaw
250cc NOV.	
M. Gregson	Yam
E. Hudson	Sea
D. Butterfield	Sea
250cc AM.	
J. Smith	Yam
C. Wilson	Bul
C. Burt	Bul
250cc EX.	
G. Scott	Bul
R. Williams	Mon
350-500cc NOV. MAIN	
M. Porter	Mai
C. Tidwell	Mai
D. Hannon	Tri
OPEN NOV. MOTO	
R. Durham	Tri
D. Turdor	Tri
R. Portzelt	Tri
SWEEPSTAKE	
R. Vanderpool	-
T. Morairty	-
C. Wheat Jr.	-
500cc AM. OPEN MOTO	
J. Stein	Mai
B. Greenstreet	Sea
C. Brunson	Bul
500cc OPEN EX. MOTO	
R. Vanderpool	Ric
T. Morairty	Tri
T. Dorsch	Tri

MIRAMAR TRIALS
Miramar, Calif.
Dec. 14, 1969

MASTER		
*Derek Edgar	15	Bul
*Jack Ward	24	Bul
*Kevin Walker	27	Bul
EXPERT		
*Ron O'Hare	29	Bul
*Joe Goodson	37	Mon
*William Smith	38	Bul
AM. LIGHTWEIGHT		
*Mark Eggar	5	Cot
*Dewayne Blazer	6	Cot
*Matt Eggar	7	Bul
*Gary Stewart	7	Mon
*Leroy Earl	8	Bul
*Gary Sowell	9	Bul
*Donn Stewart	9	Spr
*Mike Miriani	9	Cot
ULTRA LIGHTWEIGHT		
*Victor Canway	15	A-E
*Doral Eckhardt	32	Hod
*Craig Hunter	35	Yam
*G. Montgomery	42	Zun
*S. Montgomery	43	Hod
*T.J. Pargee	45	Hod
KIDS		
*Debbie Evans	0	Tah
*Dave Carlson	0	Hod
*John Harris	2	Hod
*Troy Robertson	5	Hon
*Jeff Foland	8	Pen
*Jeff Ward	11	Hon

RESULTS

MOTOCROSS
Bay Mare, Calif.
Jan. 4, 1970

0-125cc JR. DIV. I	
Bill Payne	Yam
Steve Armstrong	Yam
Cliff Bean	Yam
Dave Kribell	Sac
Bob Hosford	Bul
0-125cc JR. DIV. II	
Lee Conklin	Yam
Chuck Daly	Sac
Bruce Helson	Sac
Joe Erwin	Sac
Bob Watson	Yam
0-125cc SR.	
Gene Cannady	Sac
Dave Rodgers	Bul
Jim Dawson	Yam
Bob Vacca	Bul
Glen Lund	Sac
TEAMS	
Yamaha Thousand Oaks	
RND Sport Cycles	
Cole Bros.	
Sachs Team	
Camarillo Competition Cycle	
126-250cc JR. DIV. I	
Rick Norris	Mon
Micky Alzola	Mon
Bob Messer	C-Z
Freb Herbert	Hus
126-250cc JR. DIV. II	
Al Wurtzel	C-Z
Fred Coy	C-Z
Bob Rose	Hus
Rick Rodgers	Bul
Ken Bonnefin	Hus
126-250cc SR.	
Jim Wilson	Gre
Larry Shoemaker	Yam
Jim West	Hus
Dean York	C-Z
D. Rodgers	Bul
251-OPEN JR.	
Ron Bunn	C-Z
Dave Smead	Hus
Joe Biedenbach	C-Z
Larry Watkins	Mai
Tom Zahnter	Hon
251-OPEN SR.	
Jim Wilson	Gre
Mike Runyard	Mon
Joe Vielon	Mai
Dennis Keefe	Hus
Mike Bast	Hus

BUSHMASTERS BENEFIT MOTOCROSS
Riverside, Cal.
Jan. 4, 1970
By Wanda Roeseler

250 & OPEN COMB.	
*Mark Blackwell	C-Z
*Greg Smith	C-Z
*Bill Harris	Hus
*Tom Rapp	Bul
*Jim Fishback	Yam
*Gary Whitehead	Yam
*Greg Schweers	Bul
*Bob Riley	Hus
*Mike Cram	Bul
*John Pavich	Yam
Whitey Gregory	Mai
John Carmello	Yam
Joe Parker	–
Dan Hudson	–
Michael Beatty	Bul
125cc	
*Walter Sharp	Yam
*Brian King	Yam
*Jim Gilchrist	Yam
*Don Rapp	Bul
*Ken Bowser	Yam
*Dick Frampton	Bul
*Dick Wambold	Yam
*David Grisham	Yam
*Joe Carmello	Yam
*Mark Schueneman	Yam
POWDER PUFF 125cc	
Marta Hernandez	Yam
100cc	
*Dale Walter	Sac
*John Nixon	Yam
*Lee Runnels	Sac
*Rick Lockhart	–
*Fred Mendez	Hod
*Wm. L. Steffensen	Gil
*Bob Brennan	Zun
*Larry Deck	Hod
*Chris Reimuller	Hon
*Nick Mercado	Hod
Marlard McManus	Yam
Bradley Hunkins	–
Fred Colgrave	Yam
Bill O'Neill	Hod
Randy Ayars	Kaw
Harold Hanvey	Yam
Gary Little	Hod
Jeff Carmello	Hod

*Denote Tropy Winner

HARE SCRAMBLES
Indio, Calif.
Jan. 11, 1970

100cc	
*Dave Feliciano	Hon
Gary Sult	Sac
250cc	
*Wayne Matlock	Yam
*Clarence Brown	Hus
*Norman Harris	Kaw
*Robert Lewis	Yam
*Bob Frye	-
Dick Bailey	Yam
Dick Noble	Oss
Donald Lewis	Yam
Roger Green	Yam
Albert Odsen	Kaw
Chuck Green	Yam
Kay Kleiber	Yam
OPEN	
*John McManus	Hus
*Joe Mulleneaux	Hus
Rich Walden	Hon
Wes Smith	Duc
Philip Hoffman	Hus
125cc	
*John Owens	Yam
*John DeWiwdt	Yam
*Mike Tucker	Yam
Kris Parr	Yam
John Wilson	Yam

*TROPHY

FLAT TRACK & T.T.
Dec. 28, 1969
By Dennis Greeen

T.T.		F.T.	
100cc		100cc	
Jeff Sexton	Kaw	Bob Sanders	Kaw
Bob Sanders	Kaw	John Sperry	V-T
Bob Brooks	Kaw	Ron Williams	Hod
125cc		125cc	
Jeff Sexton	Kaw	Danny Corbett	Yam
Bob Millner	Yam	Jeff Sexton	Kaw
Danny Corbett	Yam	Fred Johnson	Yam
250cc		250cc	
Larry Taylor	Bul	Irwin Moon	Bul
Irwin Moon	Bul	Larry Shaw	Bul
Larry Stapleton	Yam	Larry Moon	Bul

LIGHTWEIGHTS TT
Adelanto, California
Dec. 28, 1969
By Elaine Jones

50cc OPEN	
Steve Nichols	Yam
Don Alfred	Hon
J. Cavanaugh	Suz
Steve Herrera	Yam
POWDER PUFF	
Nancy O'Hare	Yam
Lennette Burk	Kaw
Kay Wright	Suz
100cc NOVICE	
Dave Sprayberry	Hod
Keith Miller	Kaw
John Sperry	Yam
Jeff Sexton	Kaw
100cc AM./EX.	
Gary Scott	Kaw
Troy McKee	Hod
Scott Savage	Kaw
Kirk Reddy	Kaw
125cc NOVICE	
Jon Mudd	Yam
Larry Bird	Yam
Fred Leas	Yam
Phil McDonald	Yam
125cc AM./EX.	
Gary Scott	Bul
Steve Nichols	Yam
Jim Raymond	Yam
Ron Toby	Yam
175-200cc NOVICE	
Fred Bendrat	Bul
Doug Hanndn	Bul
Jerry Harridson	Bul
Curt Stein	Yam
175-200cc AM./EX.	
Gary Scott	Cim
Larry Taylor	Bul
Larry Harridson	Bul
Dennis Voll	Bul
250cc NOVICE	
Mike Hagoski	Oss
Carroll Heilhad	Yam
Hugh Long	Bul
Gary Lane	Bul
250cc AMATEUR	
Mike Hannon	Bul
Ron Ringen	Kaw
Chet Burt	Bul
Tom White	Bul
250cc EXPERT	
Dick Allen	Yam
Erick Olfsen	Bul
Devon Sowell	Bul
Willy Hockie Jr.	Oss
SIDE HACKS	
Jim Moffett/ Jim McNeal	BSA
Gary Perude/ Ralph Whitney	BSA
Dave Roesch/ Tom Ridyard	H-D
350-500cc NOVICE	
Don Williams	Mon
Ralph Porzelt	Tri
John Bean	Mai
Bruce Yoakam	H-D
OPEN NOVICE	
Jim Lynch	Tri
Dave Fletcher	Tri
A. Hernandez	Tri
Frank Close	Tri
350cc AMATEUR	
Andy Skeel	H-D
Bob Greenstreet	Bul
Don Burch	Bul
Bob Rudd	Hon
500cc AMATEUR	
Jimmy Stein	Mai
Joe Rielly	C-Z
J. Wahl	Bul
Jerry Aulutt	Mon
350-500cc EXPERT	
Chuck Wheat Jr.	Mai
Jim Connolly	Gre
Jim Raymond	Mon
Devon Sowell	Tri
OPEN AM./EX.	
Terry Dorsch	Tri
Terry Morairty	Tri
Gene Chandler	Tri
Mike Posey	Tri

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Dorsch Caps '69 At Adelanto

By Elaine Jones
Photos by Ronald R. Szilagyi

ADELANTO, CAL. Dec. 28, 1969 – Capping off a number one plate winning season Terry Dorsch grabbed a first place in the Open Expert class at the final District 37 TT race of 1969. At the Lightweight M.C.'s Adelanto points run Terry powered past Terry Morairty, Gene Chandler and Mike Posey to win the main. It was the most passing seen all day and the track isn't really that wide, folks. A special well done goes to Buddy Carter who was the only Amateur to make the main.

After the final race of the day was over, the champagne came out and was shared by Dorsch and Chuck Wheat who will sport the number two heavyweight plate next year.

Ed. Note... See Wheat's profile story on page 11.

Chuck sailed to victory in the 500 A.M./Ex. class ahead of Jim Connolly, Jim Raymond and Devon Sowell. Chuck's low number was earned in his first year as an Expert and on a two stroke Maico.

Actually, his number will be the lowest heavyweight sportsman number campaigned next year since Terry Dorsch will forsake his number one plate to race as a Class C Expert.

What started out as a crash Sunday settled down to a relatively accident free afternoon.

Steve Nichols wrapped up the number one spot in the Ultralightweights when he took the 50cc class. Don Alfred, Honda mounted showed that a little cold weather didn't hurt him a bit as he grabbed off second.

The Powder Puffs gave the crowd the most spills and thrills when they went at it. Of the five entries only three finished. Nancy O'Hare must of had the gods in her corner as she was running dead last in the first heat and suddenly two of the girls tangled causing one to go down and rattling the other one enough for Nancy to get by.

Dave Sprayberry traveled all the way from Bakersfield to take the 100cc Novice Class. Keith Miller, John Sperry and Jeff Sexton were second, third and fourth.

Gary Scott who has been coming on like the USC Trojans led the 100cc Amateur-Expert riders by a big margin for his first win of the day. Troy McKee tried very hard to get him but no one was having much luck passing in the esses and by the time they got into the big sweeper the lead was too big to be cut down.

Jon Mudd proved he had the hottest Yamaha in the 125cc Novice Class which seems to be dominated by that hot little bike.

Here comes Gary Scott again and this time he traded his Kawasaki for a Bultaco to garner his second win of the day over rival Steve Nichols in the 125cc Amateur-Expert Class.

The 175-200cc Novice Class saw seven riders go at it with Bultacos taking the top three spots. Fred Bendrat and Doug Hanndn took first and second.

Gary Scott who hardly had time to catch his breath came back to win the 175-200cc Amateur-Expert Class. Gary was either getting very tired or slowly freezing to death as he let Larry Taylor (no slouch) get by him and take one Moto. Gary still had the win, his third for the day and his third bike of the day, a Cimatti.

Mike Hagoski, Ossa mounted took the 250cc Novice Class. Although the class didn't see a lot of action they did have a lot of riders with 29 making traffic. Carroll Heilhad, Hugh Long and Gary Lane rounded out the field.

The Gripsters dominated the 250cc Amateur Class taking the one and two spots. They were Mike Hannon and Ron Ringen. Chet Burt of the Scramblers was third and Tom White a Lightweight, was fourth.

Dick Allen was the top man in the 250cc Expert Class and led Erick Olfsen, Devon Sowell and Willy Hockie Jr. home in what was getting to be a colder and colder day.

The side hacks had their usual good show marred when the team of Larry Eaton and Ed Morris took a bad one coming out of the esses. Ed Morris, the passenger suffered a fracture of the leg. The side hackers made sure everything was taken care of and their boy was in good hands. All the riders wish you a speedy recovery, Ed. The team of Jim Moffett and Jim McNeal took the win over Gary Perdue and Ralph Whitney.

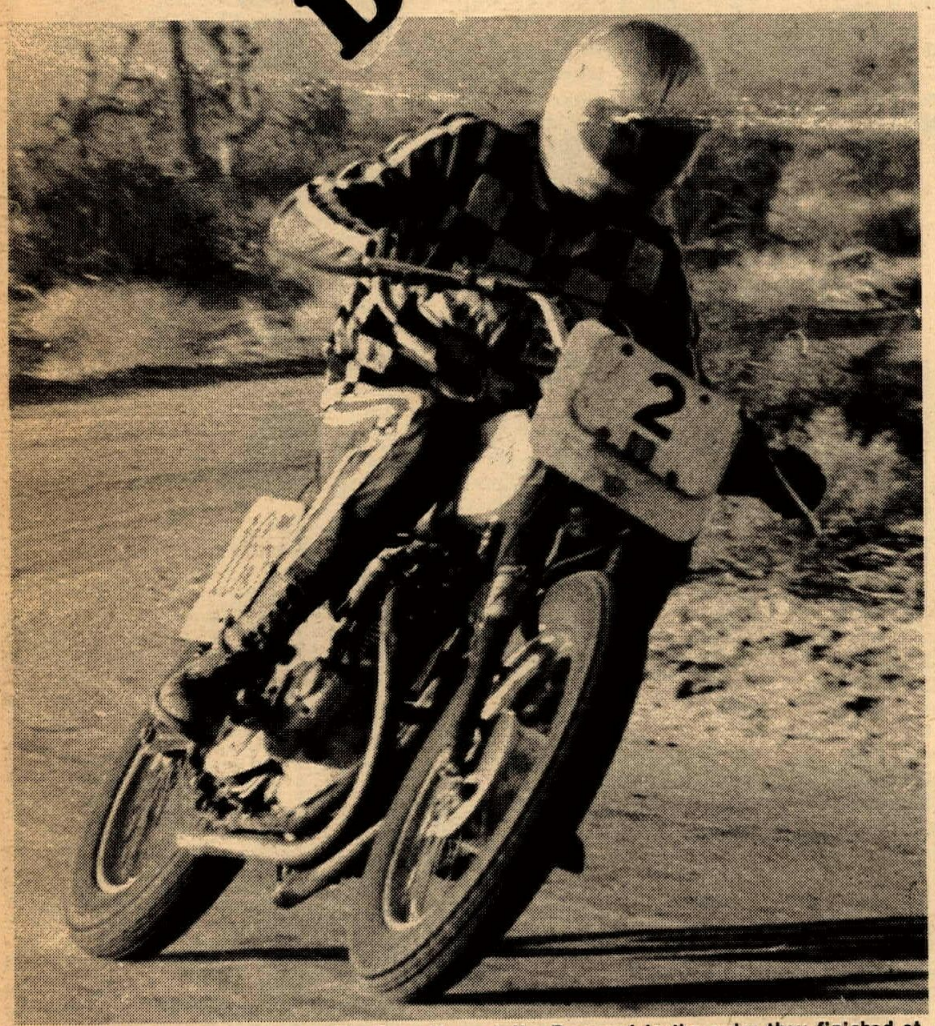
Don Williams on a Montesa took the 350-500cc Main beating Ralph Porzelt, John Bean and Bruce Yoakam doing it.

Open Novice was ruled by the almighty Triumph and Jim Lynch had the winning combination. Dave Fletcher was second with Andrew Hernandez third.

In the 350cc Amateur Class the theory of the first guy off the line was really proven out. Andy Skeel won the first Moto and Bob Greenstreet chased him. In the second go Andy grabbed himself a handful of sky and with "first-off-the-line-Greenstreet" you don't do that so Andy chased Bob. In the final run Andy got himself lined out and he took home the gold. Bob was second.

Jimmy Stein flat put it to them in the 500cc Amateur Class and won all his heats going away.

(Results on page 17)



ABOVE: Chuck Wheat Jr. leads Jim Connolly and Jim Raymond in the order they finished at Adelanto. BELOW: Terry Dorsch won the 1970 #1 plate but he will retire to race in class C.

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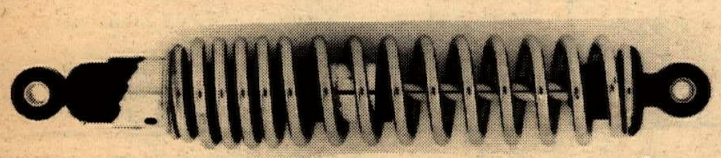

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RESULTS

AMA DIST. 37 1969 LIGHTWEIGHT T.T. SCRAMBLES POINT STANDINGS AS OF DEC. 31, 1969

1.	Larry Taylor	1152	
2.	Steve Nichols	987	
3.	Bob Saunders	840	
4.	Willie Hockie Jr.	688	
5.	Dan Carlton	662	
6.	Craig Cove	647	
7.	Charles Gann	560	
8.	Bob Frauenberger	559	
9.	Bobby Hill	547	
10.	Bob Hardison	535	
11.	Gary Scott	530	
12.	Eric C. Olesen	511	
13.	Ron Powell	485	
14.	Danny Hockie	459	
15.	Don Cook	384	
16.	John Rice	361	
17.	Jim Connolly	353	
18.	Devon Sowell	340	
19.	Steve Pondexter	333	
20.	Richard C. Sanders	332	
21.	Gary Bailey	325	
22.	Doug Mason	321	
23.	Hank Scott	316	
24.	Chas. Soderstrom	314	
25.	Dennis Voll	302	
26.	Bob Greenstreet	294	
27.	Loyal Penn	292	
28.	Steve Mudd	289	
29.	Ronald C. Moore	285	
30.	Kurt Lewis	284	
31.	David Aldana	260	
32.	Larry Shoemaker	255	
33.	Dave Rodgers	250	
34.	Tom White	241	
35.	Fred Bendrat	240	
36.	Bill Spann	234	
37.	Eddie Mitchell	232	
38.	Chet Burt	226	
39.	Ron Ringen	226	
40.	James M. Blunt	225	
41.	Mike Hannon	225	
42.	Michael Rendich	220	
43.	Ted Longwith	215	
44.	Larry Hardison	208	
45.	Dan Ney	204	
46.	Karl Wilson	204	
47.	Hayward Mendenhall	200	
48.	Tony Hochgesang	196	
49.	Bill Hosford	190	
50.	Dennis Hanson	185	
51.	Glen Bolenbaugh	180	
52.	Steve Ellsworth	179	
53.	Linus R. Beall	178	
54.	Louis Wolf	173	
55.	William D. Bartels	169	
56.	Mike Hagoski	167	
57.	Ed. J. Steffen	166	
58.	John Cornett	165	
59.	Jim O'Neal	165	
60.	Jay Lewis	164	
61.	Vincent Graves	161	
62.	Troy McKee	161	
63.	Randy Ellis	158	
64.	Bruce Wing	158	
65.	Edward Shinault	151	
66.	Doug Yerkes	150	
67.	Richard Gann	147	
68.	Larry J. Bird	145	
69.	C. Glen Brunson	144	
70.	Ronald P. Lambert	140	
71.	Jim McClurg	131	
72.	Keith Mashburn	130	
73.	John Riggen	130	
74.	John Scott Smith	129	
75.	Clair Hurley	127	
76.	Roy Griffing	125	
77.	Pete Glines	121	
78.	Jim Raymond	115	
79.	Hugh Long	114	
80.	Rick Parker	114	
81.	Brian Savage	114	
82.	John Sprague	113	
83.	Fred Wing	111	
84.	Lloyd Quintard	110	
85.	Steve Jackson	108	
86.	Burt Severy	108	
87.	Rick Talbot	108	
88.	Jon Mudd	106	
89.	Don Makela	105	
90.	Scott Elkins	104	
91.	Donald Kissack	104	
92.	Doug Hannon	103	
93.	Thomas A. Warren	103	
94.	James Davis	96	
95.	Jim Doron	93	
96.	Larry Bochkay	90	
97.	H. Brad. Stankey	90	
98.	Dean Butterfield	89	
99.	Tom Kemmer	88	
100.	Dan Jones	87	
101.	Larry F. Nolen	87	
102.	Doug Sherman	87	
103.	Robert M. Williams Jr.	86	
104.	Jim Howerton	85	
105.	Chris Ortega	81	
106.	Mark Bailey	80	
107.	Steve Hyder	80	
108.	Floyd L. Lewis	77	
109.	Steve Bast	76	
110.	James Gregory	75	
111.	Paul Lambert Jr.	72	
112.	Roy Griffing Jr.	72	
113.	Jack Holt	70	
114.	Jim Parker	70	
115.	Mark Cook	69	
116.	Gary Caldwell	68	
117.	Fred Edwards	68	
118.	George Gillespie	68	
119.	Larry Gino	67	
120.	Bob Patten	67	
121.	Paul Schneider	67	
122.	Norman R. Walke	62	
123.	Lirio Guevara	61	
124.	Phil McDonald	61	
125.	Don Alfred	60	
126.	Bob Archer	60	
127.	Rich C. Kouns	60	
128.	Robert F. Millner	60	
129.	Kenneth L. Neal	60	
130.	Keith Tennis	60	
131.	Gary Shafer	59	
132.	Chuck Bast	58	
133.	Bruce Kissack	58	
134.	David V. Boydstun	57	
135.	David Tudor	57	
136.	Randy Bailey	55	
137.	Lee Barnes	55	
138.	Billy V. Fulton	55	
139.	Lance Vallery	55	
140.	Dan White	55	
141.	L.C. Beall Sr.	52	
142.	Jim Gilchrist	51	
143.	Gary L. Bevans	50	
144.	Mark Blackwell	50	
145.	Tom Heard	48	
146.	Dale Lundberg	48	
147.	Stan E. Rogers	48	
148.	Jim Tabler	48	
149.	Kevin Bush	47	
150.	Frank Eggers	47	
151.	Dennis E. Webb	46	
152.	Mike Bast	45	
153.	Chuck Penhall	45	
154.	Larry Shaw	45	
155.	Jim Arledge	44	
156.	Richard D. O'Neal	43	
157.	Loran Chapple	42	
158.	Dan Kegler	42	
159.	Bob Kline	42	
160.	Steve Jones	41	
161.	James R. West	41	
162.	Jerry T. Hardison	40	
163.	Kirk McDowell	40	
164.	Wm. H. Payne	40	
165.	Andy J. Wilson	40	
166.	Scott Sivadge	39	
167.	Allan V. Abbott	37	
168.	Mickey Alzola	37	
169.	Tom Vardeman	37	
170.	Richard Matthews	36	
171.	Al Baker	35	
172.	Walt Bird	35	
173.	Frank Ching	35	
174.	Duffy Hambleton	35	
175.	Dale Hopkins	35	
176.	Steve Johnson	35	
177.	Robert Mortimer	35	
178.	Jeff Robin	34	
179.	Bill Hardin	33	
180.	Cloyd V. Williams	33	
181.	Mark Carter	32	
182.	Carroll Heiland	32	
183.	Thomas L. Howe	32	
184.	Allen R. Harmon	31	
185.	Wayne McDaniel	31	
186.	Bob Allen	30	
187.	Tony Bugarin	30	
188.	Del Hunt	30	
189.	Kay Kanaki	30	
190.	Steve Rispin	30	
191.	Curt Stine	30	
192.	Francis M. Nestor	29	
193.	Dean L. Preston	29	
194.	Neil Winston	29	
195.	Jeff Imber	28	
196.	Mike Wilson	28	
197.	Wm. A. Silvis	27	
198.	Kevin K. Dwyer	25	
199.	Don Harris	25	
200.	Jerome H. Wahl	25	
201.	Wayne Whisenant	25	
202.	Tom Clark	24	
203.	Ray Martin	24	
204.	Morris Wright	23	
205.	J.R. Burnham	22	
206.	Ronald D. Gardner	22	
207.	John Killman	22	
208.	Gary Lane	22	
209.	Tom Rath	22	
210.	Dennis D. Creason	21	
211.	David Douglas	21	
212.	Joe Erwin	21	
213.	Jon Lindelberg	21	
214.	Chas. D. Smith	21	
215.	Richard Toberoff	20	
216.	George Luther	19	
217.	Wm. Glen Barrett	18	
218.	Tony Capistrano	18	
219.	James Harnisch	18	
220.	Dan Ortega	18	
221.	Geo. L. Price	18	
222.	Mike Chamberlain	17	
223.	Boyd K. Mason	17	
224.	Russell A. McGowen	17	
225.	John D. Reinhard	17	
226.	John Carmello	16	
227.	Tom Culp	16	
228.	Jim McKay	16	
229.	Glen E. Carrillo	15	
230.	S. John Colombero	15	
231.	Bill Bovvs	15	
232.	Steven Donaher	15	
233.	Terry Dorsch	15	
234.	Steven B. Gailliot	15	
235.	Merl Holt	15	
236.	Keith J. Hueth	15	
237.	Rodney T. Parsons	15	
238.	Burnie Presho	15	
239.	Bob Speter	15	
240.	Steve Willoughby	15	
241.	Ron Mandille	14	
242.	Danny R. Stringer	14	
243.	Arnold Adkison	13	
244.	Everett D. Ahlbom	13	
245.	Richard J. Elgenbrod	13	
246.	Tom Gowing	13	
247.	Kennth P. Karakas	13	
248.	Jerry T. Cornwell	12	
249.	Jack E. Waughn	11	
250.	Chas. M. Daly Jr.	10	

AMA DIST. 37 1969 ULTRA LIGHTWEIGHT T.T. SCRAMBLES POINT STANDINGS

1.	Steve Nichols	1400	
2.	Troy McKee	1382	
3.	Jay Lewis	768	
4.	Richard Sweaney	752	
5.	Ron Powell	663	
6.	Scott Sivadge	543	
7.	Robert A. Sanders	496	
8.	Frank McDowell	495	
9.	Dale Hopkins	482	
10.	Doug Mason	457	
11.	Linus R. Beall	425	
12.	Gary Scott	396	
13.	Dan Daigh	355	
14.	Gary Caldwell	325	
15.	Steve Herrera	268	
16.	Bob Frauenberger	263	
17.	Jeff Secton	245	
18.	Don Alfred	226	
19.	Keith Tennis	223	
20.	Diane Connolly	207	
21.	Eulene Long	205	
22.	Kirk Redding	204	
23.	John Sperry	203	
24.	Bob Archer	188	
25.	Danny Hockie	175	
26.	Jim Gilchrist	172	
27.	John Kavanaugh	167	
28.	Lawrence Lewis	163	
29.	Deborah D. Sanders	157	
30.	Wayne Whisenant	143	
31.	Hank Scott	141	
32.	Thomas W. Farrell	139	
33.	Wm. Glen Barrett	129	
34.	John Rice	124	
35.	Rob Morrison	121	
36.	Bruce Ogilvie	119	
37.	Robert M. Williams Jr.	115	
38.	Sharon Wolf	108	
39.	Claude V. Long	104	
40.	Hondo Vest Long	104	
41.	Sandra Lambert	102	
42.	Tim Beason	99	
43.	Steve Hyder	97	
44.	Bill Dobbs	96	
45.	Dick Carver	95	
46.	Dan L. Hart	95	
47.	Keith Miller	94	
48.	Al Baker	90	
49.	Paul E. Taylor	83	
50.	Phil McDonald	77	
51.	Gary Anderson	75	
52.	Slade Long	75	
53.	Kurt Lewis	73	
54.	Hayward Mendenhall	72	
55.	Jim Doron	70	
56.	Craig Humber	70	
57.	Joe Monohan	70	
58.	Chas. R. Summers	70	
59.	Greg Wickam	70	
60.	Terence Ash	69	
61.	Richard C. Sanders	69	
62.	Sheila B. Talbot	68	
63.	Steve Johnson	64	
64.	Alvin Summer	62	
65.	Dean L. Preston	61	
66.	Larry F. Nolen	60	
67.	Morris Wright	60	
68.	Mary N. Harnisch	58	
69.	Mark Kruse	57	
70.	Maureen Lee	57	
71.	James Harnisch	55	
72.	Mike Lund	55	
73.	Larry Shaw	55	
74.	John Gallarza	54	
75.	Ed. J. Steffen	54	
76.	James M. Blunt	55	
77.	Steve Tinsley	50	
78.	David Tudor	50	
79.	Ron Wolff	50	
80.	Mark Bailey	48	
81.	Kay Wright	47	
82.	John B. Hagey	46	
83.	Tom Horton	45	
84.	Barry Sulkin	45	
85.	Ray Hernandez	45	
86.	Paul Lambert Jr.	45	
87.	Steve Stricklin	45	
88.	John Preis	44	
89.	Dan Willits	42	
90.	Steve Willoughby	41	
91.	Bob Brooks	40	
92.	Jack Britton	40	
93.	Rich C. Kouns	40	
94.	Steve Pondexter	39	
95.	Chuck Basney	38	
96.	Tom Heard	38	
97.	Jack Dannenberg	37	
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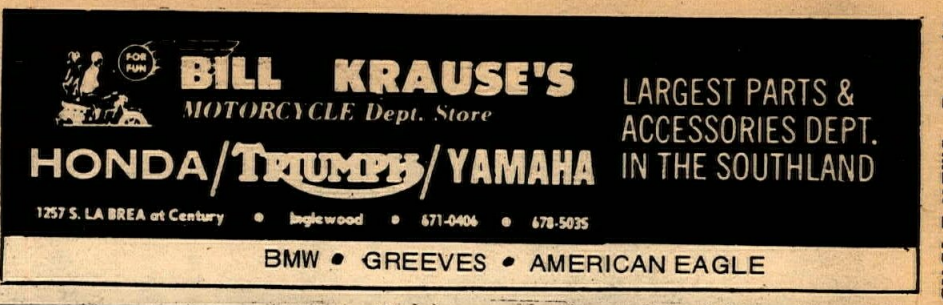

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Riders Learn Motocross Academics At Bailey Bros. School

It looks like this fellow is just about to get his lunch in a big way as he topples toward the Ascot crash wall. That's chief instructor Gary Bailey standing in the background so he will be on hand to answer things like, "What am I doin' wrong, coach?"

Story and Photo by Maureen Lee

GARDENA, CALIF. Dec. 27, 1969– Cold? It was cold enough to do embarassing things to brass monkeys as Gary Bailey, assisted by Tim Hart, taught his motocross school at Ascot Park.

Comparing it to other schools we've seen schoolmastered by European World Champions this one came off excellently. Gary is an articulate speaker, getting his points across to racers and future racers in terms they all understood and with Tim Hart backing him up what one didn't say the other one did. All the riders considered the fee well worth it.

Lessons started with the basics, flag signals. Then using the whole Ascot motocross course (but not the mud hole) Bailey and Hart conducted their charges from turn to turn, giving everyone ample time to try it out.

The starting line came first, each pupil being given chances at coming off the line all by himself, then mixed in small groups and finally in several mass starts, "to feel how it is going into a turn with a big bunch of guys." The things Hart and Bailey spotted that most were improper position on the bike on the line, "Stand up and lean forward," and Tim noticed a lot were missing their clutch levers when the flag dropped. "Try reaching for it a few times so you can keep your eye on the starter, not where your clutch hand is going." Said Gary, "You've got to go deeper into that first turn" and both of them agreed that all rirders have to learn to use that front wheel brake. This is a must for motocross racing. Unless you do, you just can't go fast enough.

The school moved slowly around the whole course, taking each section one at a time until all the pupils were getting through that particular leg in reasonably good shape. There were riders on full scrambles machines and youngsters on tiddlers that just didn't have the frames or the power to hack the rough stuff properly, but each one of them learned something.

There were some crashes but at the outset Bailey fixed the whole class with a stern eye and said, "Look, if you fall down, who cares? You're here to learn, right? No one is going to laugh at you so just don't worry about it if you drop it." You could tell from the expressions on some of the faces that that was just the reassurance some of the real beginners needed. Previously they'd been skittish about unloading in front of riders like Hart and Bailey.

On the tougher sections the two "schoolmasters" gave an exhibition on how to handle the terrain, first at slow speeds then full out, and once again Bailey had all the pupils attention as he laid down the law on one of the back jumps. "Some of you are experienced but some of you aren't, so if you do know how to jump this and look spectacular, don't do it. Let's take it easy the first few times through." Even the more experienced riders cooled it and the real novices built up confidence.

Besides the riding instruction which became personalized if a rider was having distinct troubles getting through a certain section, with either Tim or Gary pointing out exactly what he was doing wrong, the pupils got instruction on other things too. Shocks, handlebars, equipment, all this came into the lectures with Gary making the point strongly that if you're going to ride motocross you'd better have a good machine. It didn't matter what brand, but it should be one that is set up for the rough.

After the whole course had been traversed, riders were then turned loose to ride the whole circuit. This was followed by a question and answer period. "I know you're going to forget some things so after you ride for a while, if you have a question, come on over," said Gary and he and Hart patiently answered all the queries until the last pupil was satisfied.

Tim and Gary line up the next wave of pupils and explain what is expected of them. Individual attention is available so riders at all levels of competence can gain from the motocross school.

green platers

By Elaine Jones

The beginning of the new year and a new racing season is upon us. All of us, I suppose make resolutions which we have intentions of keeping but somehow always blow when the novelty wears off. Rather than intentions the following are some things I would like to see happen in the forthcoming season.

Tops on the list would have to be an amendment to the A.M.A. ruling that forbids riders under sixteen to participate in sanctioned events. All of us who love the sport know several crackerjack riders that will be lost if it is allowed to stand.

The second hope would be a dose of common sense to the ding-a-lings who think pit racing is so much fun. Perhaps if they can't get it on their own they could be force fed by the track owners in the most unpleasant method possible.

Thirdly I would like to see all the tracks make improvements on their facilities for the less hardy souls and for safer racing.

The fourth hope would have every point run come off without a hitch and with no gripes from anyone. Stranger things have happened!

It goes without saying that the biggest hope is that all riders have a very accident free season both physical and mechanical.

To the riders who are now GREEN PLATERS, I hope this season brings you a yellow plate which of course, will lose you to me but will take you on to bigger and better things. Without a doubt there will be a bumper crop of Novices to wow us and make for some good reporting.

The greatest thing that can happen in the year 1970 is a greater enthusiasm in the United States for Cycle Racing. Each and every one of us can do a part in furthering this cause by presenting ourselves in the best possible light; by answering questions put to us and by "Bringing a friend to the races". It only takes once!

Good Luck for a prosperous and Happy New Year.

Tim Hart, (standing) parks his Montesa and watches students ride across the logs and into the hairpin left hander. When the students watched the teachers ride, the bumps seemed to all but disappear.

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Scotsmen Give Masterful Exhibition At Miramar Trials

Story and Photos by G.L. Barton

MIRAMAR, CALIF. Dec. 14, 1969– Derek Edgar, one of Scotland's top trials and motocross riders, made a surprise appearance at Miramar to ride the last trials staged in Southern California this year.

Derek doubled up with former Scotsman Jack Ward on Jack's new Bultaco and together were able to take the two top positions in the Master Class. Derek was awarded a special trophy for his materful exhibition. In the 32 sections, Edgar lost a mere 15 points while Ward rode his usual aggressive self and lost a very creditable 24 marks. Wards winning ride was also notable in the fact that he finally took the number 2 plate away from Bob Grove. Bob found himself down two positions on Ward at the end of the day with Kevin Walker (Bultaco) sandwiched between these two great riders. Top notch Enduro rider Dave Evans returned to good form on his Sherpa 'T', and took the next position with one point more than Grove. In fact there were only five marks separating these four riders.

In the Expert Division, super hot Ron O'Hare (Bultaco) continued his dominance with a loss 29 points and the only clean ride of the day in extra difficult section 12. Joe Goodson who has just recently switched from Hodaka to Montesa kept plugging away very steadily, finally losing 37 points to just edge out Bill Smith (Bultaco) for second by one point.

Youthful Mark Eggar (Cotton) copped top honors among the Amateur Lightweights with 5 points lost, while his dad Matt (Bultaco) dropped 7. But this potent one-two combination was broken up by Dewayne Blazer (Montesa) with a score of 6 lost.

Victor Conaway, riding Bob Emde's American Eagle Trials model to its first event, walked away with the victory in the Ultra-light class with 15 makrs. Second place went to Doral Eckhardt (Hodaka) who couldn't manage more than 32 points.

Dave Evan's daughter, Debbie, and Dave Carlson both completed the day with zero scores in the Kids class. In the ride-off that followed Debbie footed through for a 3 while Davy found himself out of the contest when he stalled and took a 5.

(Results on page 17)

Scottish trials and motocross ace, Derek Edgar takes a shot at a rocky cliff before a crowd of admiring trials fans. Edgar teamed with Jack Ward on Ward's Bultaco to win first and second in the Master class.

Britain Clinches Aussie Speedway Test Series

British speedway riders Nigel Boocock (left) and Ken McKinlay in the Sydney pits prior to the all important fifth test against Australia. Boocock scored six points in the meet and proved invaluable as the British clinched the series. Photo by Geoff Davis.

SYDNEY, AUST., Jan. 3, 1970– On Jan. 3rd Great Britain clinched the speedway test series against Australia with a thrilling 58-49 victory in the fifth and deciding match at the Sydney Showground.

Feature of the evening was the reappearance of stalwart Englishman Nigel Boocock who was having his first run after sustaining a fractured skull in a race crash at Leicester, England last October. From the reserve berth, Nigel scored six points and proved invaluable to the squad of Lions.

He opened his account by winning the controversial fifth heat from team mate Tony Clarke. In this event both Australian riders, Doug White (Queensland) and Greg Kentwell (New South Wales) crashed on the first lap and failed to finish. White fell, as the result of a broken chain, and Kentwell, who was running immediately behind, had no option but to lay his bike down. Unfortunately the red lights did not come on and the visitors registered a 5-0.

Next time out Nigel figured in the race of the night with Kangaroo skipper Jim Airey. Airey led throughout, but after hammering at him all the way, Booey gave it everything he had in the last half lap and drew level as they made the run to the line. The crowd went wild with delight when the verdict was given to Airey.

The score was always in Britain's favor following the first two heats which had been split three all. A fine maximum from the Arnold Haley–Ray Wilson pairing in the third race gave the Lions the edge and thereafter the Kangaroos were unable to peg them back.

England won the third speedway test against Australia at the Sydney Showground on Saturday, December 13 by 58 points to 50.

The match lacked lustre despite all the big guns from both countries competing. Brilliant team work on the part of the Poms saw them through on a track where the home side was highly fancied pre-meeting.

The Showground is a large, racy third of a mile bowl where the rider with a quick motor and a large heart comes out on top. Generally the Aussies can master any opposition here but on this night the Kangaroos lacked team solidarity.

Two weeks later Australia defeated Great Britain by 56 points to 52 at the Exhibition Ground, Brisbane in the fourth speedway test.

The Christmas time meeting was a thriller from start to finish with both teams struggling to establish a lead. For the most of the match the scores were level and it was not until the last two heats that Australia gained the upper hand.

Some torrid racing resulted as riders from both countries threw everything into the fight. Had Britain managed to pull off a win they would have clinched the series so the Aussies knew from the outset there could be no let up.

The home country jumped into the lead first up when captain Jim Airey and partner Bert Kingston notched a 5-1 against the British pairing of Eric Boocock and Jimmy McMillan. However the Poms hit back in the very next heat as veteran manager Ken McKinlay shepherded home his West Ham team mate Tony Clarke ahead of the much vaunted Charlie Monk-Jack White combination.

From then on the scores were almost level. At the interval break it was 27 apiece and at the conclusion of heat 16 the teams were locked together on 48 points.

This was followed up in the next and final heat by Queensland champion Jack White who registered a superb victory over Ray Wilson and Arnold Haley, the tearaway English pair.

Then the Kangaroos rallied, under the guidance of the redoubtable Airey. He and Kingston sped home for maximum points against Clarke and British reserve Howard Cole (replacing McKinlay).

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Novices Prove Real Smash In Elsinore Action

By Lorri Lee

ELSINORE, CALIF., Dec. 20, 1969– The 100 Novice class was a real smash at Elsinore, Calif. on Dec. 20th. J. Coleman had to ride a semi in order to ride the main and still won over all. R. Morrison and Bob Hosford, taking second and third, didn't have to ride a semi.

In the 100 Experts Troy McKee, the winner on his Kawasaki, opened up a big lead in all three motos. But Scott Sivadge, also on a Kawasaki, almost took over the lead in the last moto yet ended up with the second place honors. R. Morrison tried very hard, but he took third place graciously.

In the 250 Expert class everybody was fighting for first place. Ray Vanderpool came in first on a Bultaco. Steve Jones came in second on a Bultaco and Steve Johnson on a Kawasaki came in third.

The 350-500 & Open Novice class was visited by Larry Bochkay who came in first on his Harley Davidson. On a BSA T. Dell got second over all by winning second in all three motos.

In the Open Expert class Vic Hannon and Ray Vanderpool were a half lap ahead, but Vic fell and Ray took the win.

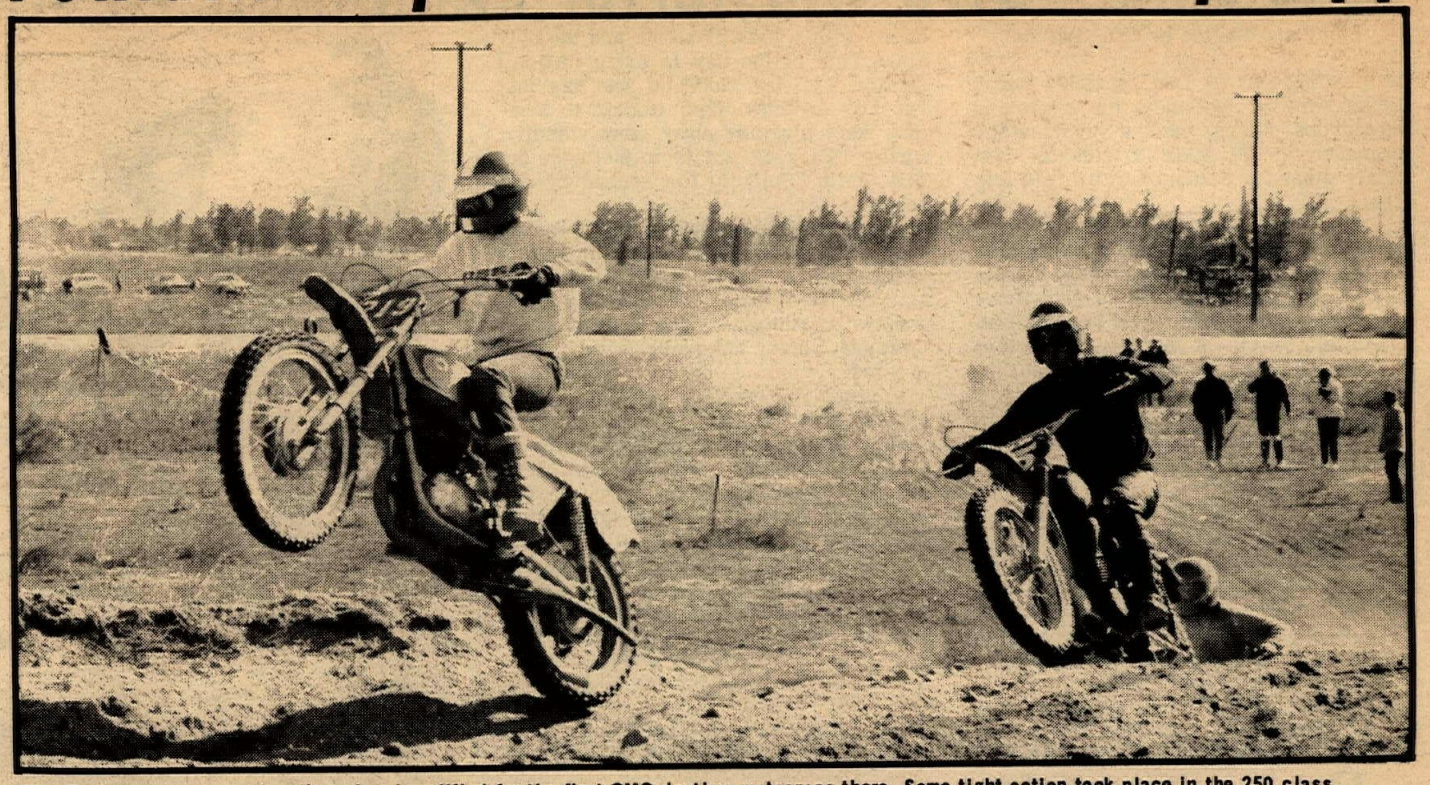
The Sweepstakes was won by the 100 Expert winner Troy McKee. He broke loose to gain a big lead and ketp ahead for the remainder of the race.

The Powder Puff class was as exciting as ever. They started out with six bikes, and by the time the last moto came around, they had three left. Debbie Reon on her Hodaka came in first over all and Karen Bochart on her Hodaka came in second.

Even with the heavy fog, the riders found their way to Elsinore. The spectators had their camp fires sparkling around the track. Elsinore had its few usual incidents, but as a whole the night ran smoothly.

(Results on page 17)

Fontana Daytime Debut Nabbed By Rapp



The Fontana course was lengthened and modified for the first CMC daytime motocross there. Some tight action took place in the 250 class.

Reported by Jerry Mills

FONTANA, CAL. Dec. 28, 1969 – Fontana's first day race was a real success. A large turn out of both Novices and Experts certainly warranted all the work CMC put into the event.

The track had been lengthened and the rougher sections were taken out. However, after a few races in the sandy soil several excellent washboard sections were created. The track was sectioned off by three asphalt areas giving riders a chance to sit comfortably for a few precious moments. Overall the track was rough and fast.

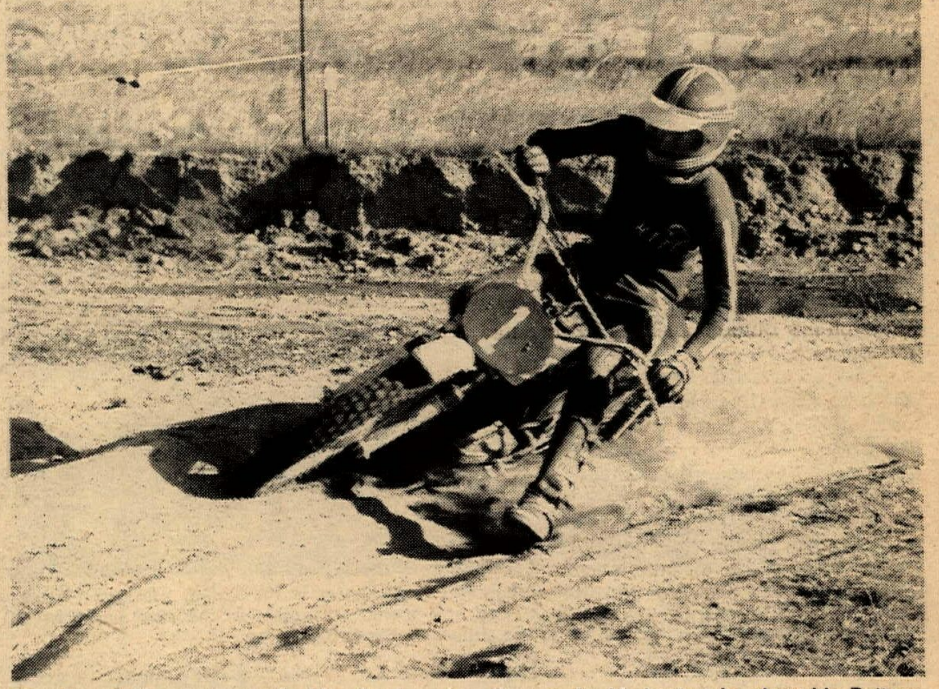
Dust was no problem thanks to seventy mile per hour gusts, that just sort of blew it away.

The 125's were in excellent shape, riding fast and furiously. The only bad fall of the day was taken by a 125 Junior who went down on the asphalt while defending his first place position. M. Gardner came out the big winner followed by second place B. Wilkinson.

The 250's also put on a good show with a tight race being run between Al Wirtzle and S. Jackson when in their first moto Jackson edged out Wirtzle by a wheel width.

Tom Rapp took first place in the Experts over P.J. DeBenedetti who suffered a late start in the second moto. J. Fishback took third place, showing excellent riding ability for a newly made Expert.

(Results on page 17)



Tom Rapp finds one groove for his wheels and another one for his boot as he slams his Bultaco into an Expert class win.

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Out With The Old, In With The New

Story by Dennis Greene
Photo by D.G. Studio

SOUTH GATE, CALIF. Jan. 11, 1970– Racing never stopped even with all the hoopla of Christmas and New Years. Fridays were just the same at the South Gate Raceway with no interruption in the schedule.

There has been a noticeable increase of business at Trojan due mostly to the other tracks closing for the winter and the convenience of this nearby raceway that offers both flat track events and T.T. programs. Each week there are more and more of the big name motorcyclists coming out to Trojan to keep in shape.

Also, a large number of new class C Novice riders have been trying their new mounts there before going on to Ascot.

Wayne Hosaka, #20, eyes the outside groove around Ray Vanderpool whose number is actually 2 and not "For Sale".

ABOVE: Jack Vaughn leans into the first turn in front of Larry (349) Stapleton and Inter-Am Motocrosser Barry Higgins. BELOW: Two styles in footwork.

The same holds true for scramblers and motocross riders.

South Gate can truly boast about starting many great riders on their way to success. Today they continue to offer this opportunity to anyone who would like to participate.

(Results on page 17)

BLACKWELL BOSS OF BUSH-MASTERS BENEFIT.

By Wanda Roesler

RIVERSIDE, CAL. Jan. 4, 1970– Utilizing a wet and spectacular course in Riverside's Canyon Crest area the Bushmaster's M.C. sponsored a non-sanctioned benefit motocross to raise money for the family of Dave McCord, a young man who passed away early in 1969. The race was well attended and well over $250 was presented to the McCords.

This course not only had a water crossing but also a section that followed a foot and a half deep running stream for several yards. The steep bank out of the torrent was littered with drowned and stalled bikes for most of the day.

The combined 250 and Open race had a total of 50 riders. The first 30 minute moto was won by Jim Fishback on a Yamaha with Bob Riley on a Husky running second and Mark Blackwell third on a CZ. Jim had trouble on the other two motos and Tom Rapp won the second moto on his Bultaco ahead of CZ mounted Greg Smith.

Young Mark Blackwell won the third moto to earn first place overall and another CZ rider, Greg Smith took second for the day.

Dale Walter won all three 100cc motos but Larry Deck led the third moto for awhile.

The 125cc class was a fight between Walter Sharp on a Yamaha and Brian King. King won the first heat and Sharp picked up the last two.

(Results on page 17)

LEARN MOTORCYCLE ENGINE MECHANICS AT RIO HONDO COLLEGE

If the high cost of motorcycle repair is stabbing you in the wallet or you still cringe when you think about the time you rebuilt your own racer and seized it up the first time off the line, spend a few evenings at Rio Hondo College in Whittier, Cal. this winter and learn motorcycle engine maintenance from the ground up.

Dave Lamoureux, who builds racing engines for Holman and Moody and has 15 years experience in the field will be the instructor in a small engine service course that is being offered at Rio Hondo starting in February.

Titled small engine service 66-B, the three unit course includes several hours of theory and black board instruction before moving into the well equipped shop for real dirt-under-the-fingernails application. Dave says that there are many engine available to work on but students are invited to bring in their own machinery for overhaul or hair-line race tuning.

The class is designed as part of a vocational training course and provides instruction in both 2 stroke and 4 stroke engines.

"Motorcycle shops are hurting for mechanics and this would be a fine way for a guy to get started in the business", Dave said.

Registration for new and returning students will be Jan. 19-22 from 0 a.m. to 3 p.m. and 6 p.m. to 8:30 p.m. Late registration will be Feb. 4th and 5th from 6 p.m. to 8:30 p.m. There is a $3 registration fee.

Rio Hondo is at 3600 Workman Mill Road, Whittier, Cal. 90608. Phone them at 692-0921.

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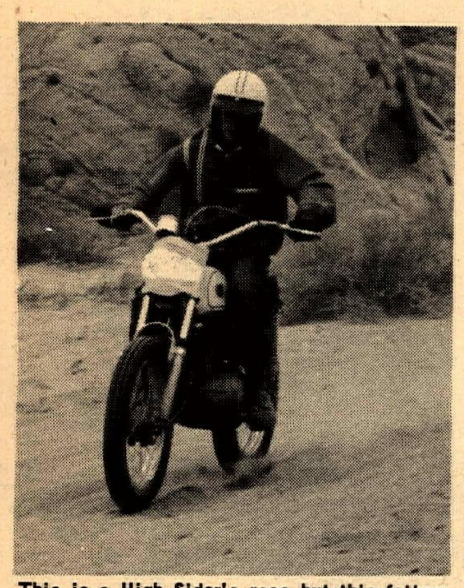
Francis Takes Top Honors At High Sider's First Race Of 1970



This is a High Sider's race but this fellow is straight up and down so far.

Story by P. Francis
Photos by H. Shishido

INDIO, CALIF., Jan. 11, 1970 – The High Siders M.C. held their first race of the year on Jan. 11 at Indio, Calif., and got off to a good season with a fine field of riders.

Jim Francis pulled off a lead that eventually gave him a well earned first overall with his big 400 Husky and a four minute advantage over 2nd place rider John McManus, also on a Husky. The big 400's also took top honors with Joe Mulleneaux pulling up a tight 3rd after blowing it on the line. Rich Waldren, floppy chain and all, managed a 4th overall on his 350 Honda.

The 250 class saw Wayne Matlock come across the line 1st with Clarence Brown following in 2nd place about a footpeg away.

In the 125 class, John Owens picked up the lime and maintained a steady, dusty pace to win. John deWidt did his thing to take 2nd.

In the Trail bike class, Dave Feliciano herded his Honda 90 in first with Gary Sult right behind.

The course was limed well. No one got lost except one Yamaha trail bike rider who went across a paved highway and hasn't been heard from since. The rain that had been threatening all day finally came to settle the dust and end a fine day of racing.

(Results on page 17)

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Ivan Mauger Offered Ride By Kawasaki. May Forsake British Speedway Crown

By Dave Long

LONDON, ENGLAND, Jan. 4, 1970 – World speedway champion Ivan Mauger is expected to quit Britain, forfeit his crown, and settle in the United States within the next 12 months.

Mauger, 29, and World Champion for the past two seasons, has been offered a dollar-laden contract by Japances concern Kawasaki to ride exclusively for them in the States.

The announcement was confirmed in Santa Ana, Cal. by Paul Collins, Kawasaki advertising and public relations director.

Mauger flies to America on Sunday, January 11, for preliminary meetings on the 250cc Kawasaki at Houston and Daytona. It has been estimated that he is on a guarantee of 1500 American dollars for each meeting.

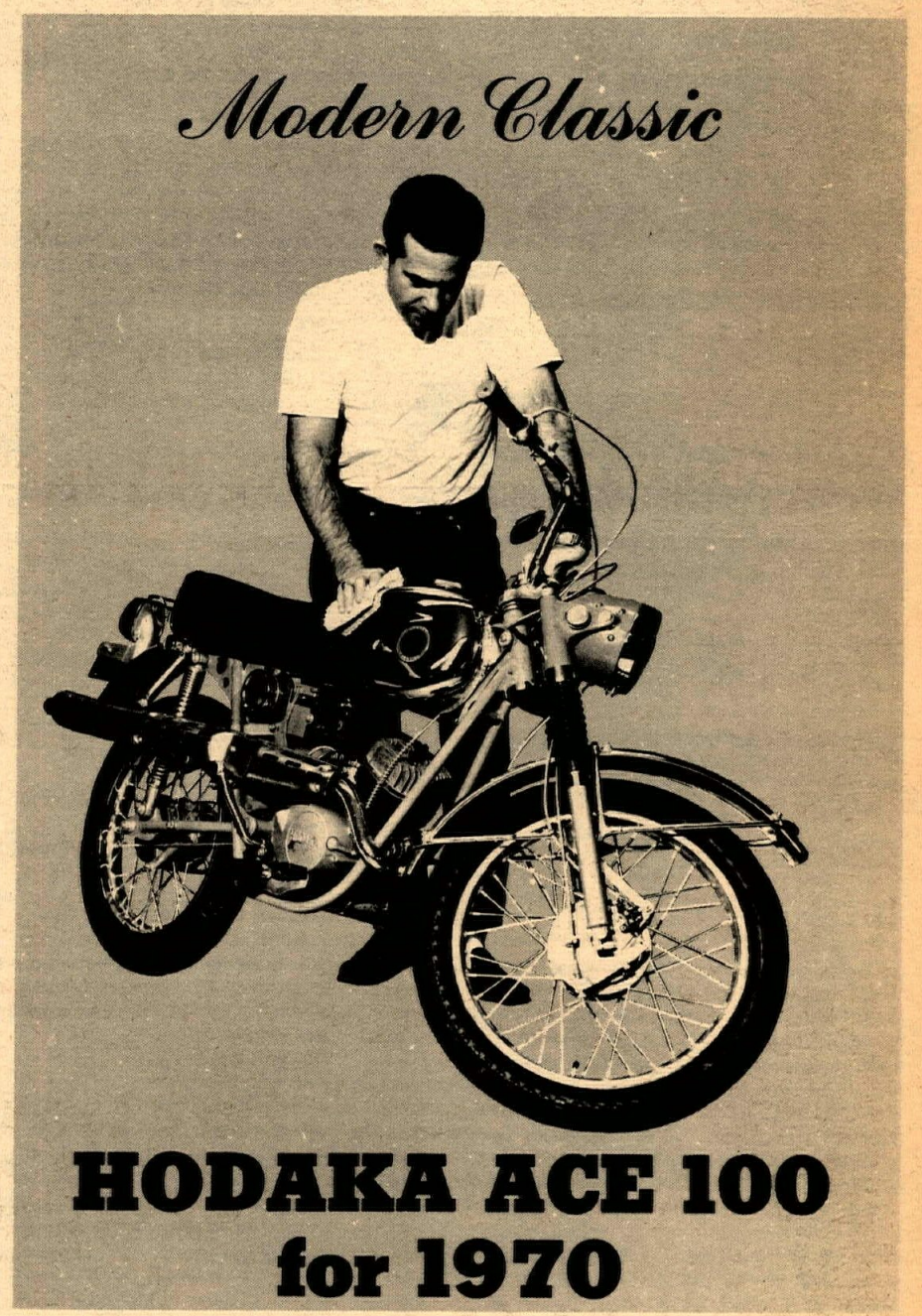
If he is successful in these meetings, he will sign an even bigger contract in March, which will mean the end of his days in British speedway. He has not yet re-signed for his British League club, the legendary Belle Vue "Aces".

Mauger told me: "I don't want to leave British speedway, but I am a professional rider and must go where the money is. I could earn more in an American season for Kawasaki than in a year in Britain, and as a family man I have to think what is best for my wife and family. I realize I cannot go on forever and I would earn far more in the States".

"Also I could live in my hometown of Christchurch, New Zealand, and possibly commute to America for meetings."

Whatever the results of his "trial" short track meetings at Houston and Daytona, Mauger will return to America in August. Admitted Mauger: "It will take a great deal to adapt my style for American racing. But I am determined to have a go. The meetings at Houston and Daytona are qualifying rounds for the American championship and if I reach the final, I will have proved to myself that I am capable of changing my style."

Kawasaki have shown their confidence in Mauger's ability by flying a supercharged engine from Los Angeles to his home in Bramhall, Cheshire, and asked him to spare no expense in building his own frame to house the motors.



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DESERT RACERS
In 1970, B&K Enterprises will have plugs, oil, and cables at the races 2 hours before the banner is dropped. Look for the silver van parked in the pits with the Color Action Photo V.W.

'69 BULTACO SHERPA S. 175cc and 250cc engines. Extra tires and gearing. 2 plug head. Like new. $675. (213) 372-3674.

1969 BULTACO MARK III PurSang. 5-ported, compression release, Filtron, Renolds chain, high pipe. $600.00. (408) 475-7292 Santa Cruz.

TRIUMPH TT Special $700. Gary (213) 439-7667. (714) 846-4748.

HARLEY DAVIDSON KR – 1969. Engine by Andres, Widman frame, Cerianis, glass tank/seat – spares. (213) 439-7667, (714) 846-4748.

'60 ROYAL ENFIELD 700cc Interceptor. Good road machine. (213) 592-2457.

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1969 YAMAHA AT-1...200 mi. on bike, must sell now. Webco Gyt kit plus all street equip. A perfect dirt bike – make offer. (213) 273-3672. (See picture)

SUZUKI 500cc. Excellent. 4126 E. Anaheim. (213) 438-4677 or 438-7426 $525.00

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'68 GREEVES MX 250cc. Ceriani forks $550. (702) 878-2401.

ROAD RACER Yamaha TD1-B, exc. cond. $400. (605) 692-5775. South Dakota.

'68 BSA 441 SHOOTING STAR. Under 1,800 mi., extended swinging arm, Sano $600. Call eves. (213) 985-0839.

FOR SALE
Motorcycle Trailer, 4" Avon slick and wheel "H-D", counter shaft and rear wheel sprockets. Phone (213) 675-5144.

'67 MATCHLESS 500cc – clean, cow trailed only, $725. (213) 336-3277.

'70 BULTACO 360 El Montadero, 200 mi. $900.00. (714) 548-4553.

WILL PAY CASH for 360 Maico basket case. Wanted stock Suzuki X-6 engine. (213) 531-6665 8 to 5 p.m.

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'69 PURSANG $750. Many extras, $1,100. invested, 1 race on cycle. (805) 687-4100 or 964-4186. Santa Barbara, Cal.

MAICO X4A $650.00. Akronts, Filtron, Mikuni, extras – '69. (714) 793-6607.

LIKE NEW '68 Moto-Beta – 100cc, new expansion chamber. (714) 827-9821 – $235.00.

'67 BULTACO 100cc
Runs good, durable dirt bike, comp. release $160.00. (805) 734-4675.

MATADOR MARK III – Purchased February, 1969 – Set up for dirt but lights included. Runs good – $595.00. Call (714) 549-3582 after 6 p.m. Ask for Larry.

YAMAHA 100cc. Lic., dirt bike, expansion chambers, extras $190.00. (213) 444-8039.

HODAKA – 18, 21" wheels, Webco head, 24mm carburetor, Rickman bars, downswept pipe, ported, five ported, Maverick shocks, much more, plus helmet & spare parts. $375.00. (213) 865-7842.

PROVEN DT1 FORK & SHOCK MODIFICATION
Improves Yamaha suspension 100%. Four hours easy work. Send $3 for complete instructions and special part. Lawton Eng., P.O. Box 273, Saugus, Ca. 91350.

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RICKMAN METISSE – Unit construction Triumph, 500cc. Cerianis, 21" Rickman front wheel, Filtrons, much more superb condition, very fast. Must sell $950. (213) HO 4-4944.

WANNA BEAT MORGAN, EKINS, CLARK, WRIGHT AND WES JR.? Cycle News – Nov. 25 – "Young Brian Klock had the lead with number one Jack Morgan second." For $575.00 you can have my 5 speed Hodaka 100 with: close ratio gearbox, 24mm carb, stuffed crank, Barnett clutch, Dykes piston, straight cuts, Aragon 2 plug head, 21" Akront front wheel with 6-1/2 inches of Ceriani travel, 18" Akront rear wheel with Koni shocks, lowered foot pegs, and a nickel plated frame. Call Brian or leave your number at (213) 848-8446.

LET'S GO AMERICANS!
Let's have an American World Champion. Join the American Motocross Team and receive this beautiful multi-color team patch for a $5 (or more) contribution to American Motocross Team, Box 3276, Hollywood, California.

1969 COLOR ACTION PHOTOS – Taken at the Dist. 37 desert events. Send your name, address, and zip code to: Brian Klock, 452 N. Lomita St., Burbank, Calif. 91502, with your competition riding number and I'll mail you a proof for your approval.

68½ OSSA STILETTO 230cc
Immaculate condition, fast, reliable, $650.00. (213) 326-2470.

OSSA 175cc. Super fast, 28 H.P., comp. release & exp. chmbr. Hardly rode at all – like new – $500.00 or best offer. (213) 941-2924.

1969 YAMAHA 250cc DT1
with Gyt kit and extras, good condition $500. (714) 337-2679 or 885-5106.

'63 HARLEY 3-Wheeler $375.00. Stock now but would make a neat custom bike. Monrovia (213) 359-6355.

TWO 30mm CARBS for TD1C Yamaha. $35.00 for both. ($100.00 retail). (213) 439-6443.

"67" MOTO BETA. Great shape $260. (213) 596-7142.

'69 MONTESA
6 months old, less than 1,000 mi., 4 sp., fast, very dependable $525.00. (714) 774-1209.

1969 – 250cc JAWA–CZ Trials $400. Barnett clutch and Filtron. (213) 941-1077.

1966 MATCHLESS 500 Single, dirt or street, $650.00 or trade for Sachs. (805) 964-1309.

MOTOCROSS SPONSOR WANTED
For 1970 West Coast professional events. 6 yrs. European experience, 9 yrs. professional. John Bance, #204, 2265 Eton St., Vancouver, B.C. Phone, Vancouver 254-7502 evenings.

MAICO X4A 1969-1/2, 360cc Motocross. Used very little, excellent condition. (213) 545-3538.

1969 PENTON 125cc, very quick, used very little $495.00. (213) 870-1091.

THREE RAIL TRAILER, big wheels, heavy duty, tows beautifully, $100. Triumph Cub, trials or trailing, many mods., perfect for beginner, new forks/shocks, $175. (213) 823-5769.

WANTED: Yamaha 250 Gyt kit, pipe. Buy or trade A&A pipe for it. Have 32mm Mikuni carb., new $20. (213) 860-8127.

'68 MONTESA 250cc LaCross. All new engine $425. Phone (213) 423-4707.

FOR SALE: Yamaha, 1969-1/2 CT1 Enduro, spotless, must sell. (213) EX 8-6489.

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TRADE my brand new 1-1/2 ton Hein-Werner garage floor jack for your BSA Goldstar. Jim Davis, Box 1002, Burbank 91505. (213) 848-4859.

'67 HONDA 305 CL77. Complete but needs work $150. '66 Suzuki X-6 Hustler modified engine, super fast, sell frame, engine or parts. Phone (213) 363-9130.

THE RIDER I TOWED IN AT HOLIDAY 11/30/69 LEFT HELMET IN MY VAN. CALL AND IDENTIFY. Peter Colbert, (213) 656-9486.

'69 GREEN STREAK

Moto-X ready – 21" front wheel, very dependable, girling shocks, knobbies, extra piston, rings, seals, & filters. (714) 528-8093. A steal at $650.00!

1969 – 125cc CROSS COUNTRY set up for desert. For sale or trade, make offer. (213) 728-5471.

1966 K.R. FLATTRACKER. Latest engine, race ready, plenty of spare parts. (714) 530-3812.

16" SUPER-WIDE AKRONT RIMS FOR HARLEY-DAVIDSON DRAG BIKES AND CHOPPERS. CONTACT YOUR DEALER OR NORTH AMERICAN IMPORTS, P.O. BOX 621, GARDEN GROVE, CALIF. 92642. PHONE (714) 534-6390.

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VISIT THE INDIAN FACTORY

Place your order now for a new 1970 Indian chopper. From 500cc to 1400cc with a 60 day delivery: Indian Factory, 822 South Magnolia, Monrovia, California

'69 DT-1B. Tuned Pipe, head, carb., fork brace, 14 tooth front sprocket, and road equipment. Six months old, excellent condition. $695. Phone (714) 246-7515. Victorville.

THE PENTON DEALER

We sell the best 125 built, and we can fix them right!! Orange County Cycle, 205 N. Harbor, Santa Ana, Calif. (714) 531-9984.

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$100 DISCOUNT
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(213) 347-1203. 21217 Sherman Way (across from Bob's Drive-in).
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1924 Coventry Eagle, belt-driven, fully restored $925; 1925 Sunbeam 500 with original sidecar, partially restored $875. Also for restoring, 1936 Sunbeam 600SV $295, 1934 BSA B21 250 OHV $225, 1938 Norton ES2 350 OHV $375, 1936 350 Rudge Four Valve Radial $695, 1937 AJS Twinport 250 $275, all original and running. 1959 AJS Comp. 350 works replica, immaculate condition $575, 1956 Ariel HT5 trials 500 with many Sammy Miller modifications $475. Photos and further details available from John Olsson, 101 California Ave., Santa Monica, Calif. 90403. (213) 451-5077.

WANTED

Motocross riders to compete against Colorado's best. Money paid to top five in each class. March 7 & 8 Coal Creek Raceway, Lafayette, Colo. Watch for future details in Cycle News. (303) 789-1567 work, (303) 798-4863 home.

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PARTS MAN WANTED

Experienced only. Full time, good pay. Call Mr. Sparks (714) 533-1309. Robt. M. Law Motorcycles, Anaheim, Calif.

'69 GREEVES 360

Excellent cond. $695.00. (213) 360-7766 after 5 p.m.

100 SUZUKI full gyt-kit, racing mag., 18 h.p., very fast $225. (213) 862-0270.

SELL OR TRADE: 1-1/8" monobloc carb. $12.50, 18" Triumph rear wheel $20.00, 1958 Triumph 4 gal. tank $15.00. Need; DT-1 gas tank. (714) 879-5564.

SELL – 1 brand new DT1 gyt pipe – I used Bailey low torqer. New DT1 Fiberglass front fenders $6.50. (213) 645-4394.

'69 BULTACO PurSang. Akronts, 21", Filtron, plus extra sprocket, cables, muffler, plugs, etc. Like new, hardly ridden. Best offer takes. (213) WH 1-2867

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HONDA CL-90 Blue-Silver. Full race 100cc engine, lightened frame, Ceriani forks and shocks, many spare parts included. $800 invested, sacrifice for $395. (213) 425-8514.

MOTORCYCLE Trailer–3 rails, springs $175. Call (714) 985-1770.

1965 MATCHLESS 500cc single. Exc. cond. dirt bike. (213) 868-2417 after 6.

TIRED OF MICKEY MOUSE LAWS?

$1.00 per year helps support your lobbyist in Sacramento. For details, write MORE (Motorcycle Owners, Riders, and Enthusiasts), P.O. Box 26062, Sacramento, Ca. 95826.

1969 STEEN "SS" Hodaka. Ceriani front & back, Filtron, Webco head, Rickman bars, Torque, expansion chamber. Fast and very reliable. (213) 862-3322. Ask for Randy.

BOX TRAILER Modified for easy transportation of two bikes, can be used as a utility trailer on off weekends. $55. 3537-1/2 W. 112th, Inglewood, (213) 673-2589.

1968 BSA VICTOR in pampered condition, with extras. (213) 390-4916.

HUSKY 250cc 1968

Beautiful set up for desert or moto – very few races. Must see to appreciate $750.00. (213) 281-8433 after 8:00 p.m. & wkds.

1959 FORD RANCHERO, V-8, stick, new short block, tires, brakes, tie downs, amp & oil gauges, radio, heater, good bike hauler $475 firm. Call John (714) 548-8485.

"DAYTONA" GEARS wanted for Gold Star, Needle roller gearbox, or RRTZ with low first gear. Dave Hagen, 5SE Riverway Lane, Milwaukie, Ore. 97222. (503) 659-6000.

HODAKA Ceriani forks, Girling shocks, 1969, 100cc, 5 speed engine, Filtron, etc...DESERT READY, Extra Cyl., Carb. Heads, Ex. Chamber, cables $350.00. Wes Anderson (213) 254-1306.

ATTENTION: BSA-TRIUMPH MECHANIC!

Relocate in Vegas. Fast growing dealership needs an experienced BSA/Triumph mechanic. Salary OPEN. Send resume to Jay Willey, 1230 So. Main, Las Vegas, Nevada.

ENGINES BY E.C. BIRT

FACTS – December 28th, 1969, Bay Mare Motocross – 1st Jr. Open class, Larry Watkins 360cc Maico. Saddleback Motocross, 1st Jr. Don Emler – American Eagle. Ascot Motocross 1st Jr. Bryer Holcomb – Penton. We can build the engine and expansion chamber that will get you to the checkered flag first. Want to join the winners? Call E.C. Birt (213) 370-9978.

SOUTHBAY MOTORCYCLES
Speedway and Motocross Headquarters
1970 CZ 250-360's with Joel Robert downswept pipes now in stock! New 1970 SPEEDWAY CZ's IN STOCK.
213 S. Pacific Coast Hwy.
Redondo Beach, Calif. (213) 379-3344

FOR SALE: '59 Mercury, 430 cu. inch engine, just overhauled. $60.00 or best offer. After 5 p.m. (213) EX 8-4151.

STEEN HODAKA 100. Cerianis front and rear, Reed valve, big carb, straight cut gears, Webco head, comp. release, Dykes piston, Barnett clutch, new exp. chamber, full race, plus more $450.00 or trade for AT1MX or ask John (714) 528-7241.

'68 HODAKA, K70's, Turner, Dykes, Mavericks, etc, $295.00. (213) 860-4935 or (213) GE 8-5794.

1969 YAMAHA DT1-B – 4 months old, stock cylinder, 9 ported by Butler, 30mm, carb, big head, custom expansion chamber, Ceriani shock, fork reworked $695. (213) 248-3839.

CYCLE NEWS Needs An Assistant Editor

A young man with varied motorcycle knowledge is needed to assist on editorial staff of CYCLE NEWS. Previous publication experience and photo shooting ability desirable. Call Tom Culp at (213) 427-7433 for interview appointment. Portfolio or work sample preferred.

TRADE

'65 Mustang V8 automatic. Sell or trade for motorcycle. (213) 379-3344.

KAWASAKI – YAMAHA – SUZUKI – HODAKA

5-Porting, piston mod., cylinder boring, heads milled, expansion chambers, MORE. Complete machine shop. Heliarc Welding. M/C Specialties, 15816 Amar Road, City of Industry, Calif. (213) 330-4564.

MOTOR CYCLE ACCESSORIES
11624 E. Garvey * El Monte,
Cal. 91732 Phone (213) 579-3960
MON. – SAT.
10 a.m. – 10 p.m.

HODAKA 90 – Dirt set-up $275.00. (213) 367-7013 after 3:00.

FOR SALE: Triumph TR6 front forks, complete w/fender, never used $60. 21" front wheel, Akront rim, Bultaco hub, 3.00 tire $50. John Olsson, 101 California Ave., Santa Monica, Calif. (213) 451-5077

COME FLY WITH ME

Commercial pilot will take 5 fans or riders to Houston and/or Daytona $165.00 R.T. Houston $265.00 R.T. Daytona. For more information write "Pilot", P.O. Box 429, Littlerock, Ca. 93543.

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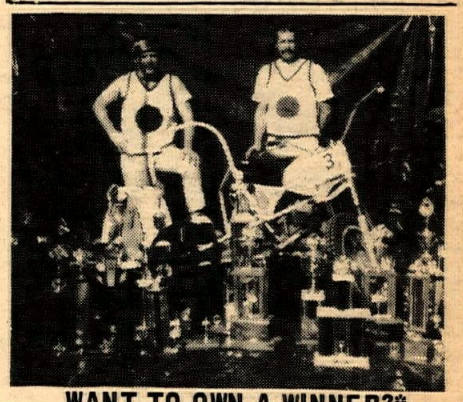

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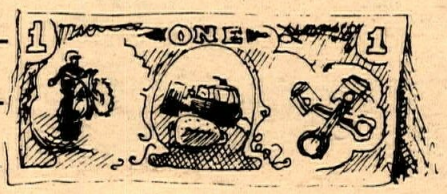

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A CHALLENGE ANSWERED!

BAYMARE, CA., JAN. 4th

The R-D Racing Team issued a challenge to all comers. One of the teams to take up the challenge was the Yamaha Motocross Team sponsored by Yamaha of Thousand Oaks. Pictured below are the riders and their machines, which easily outran competition of machines nearly twice their size.

STEVE BAST **JIM DAWSON** **BILL PAYNE** **MIKE BAST**

BAYMARE MOTOCROSS TEAM CHALLENGE RACE JAN. 4th, 1970

OFFICIAL RESULTS

1st MOTO
1. Jim Dawson (Yamaha 250cc)
2. Bill Payne (Yamaha 250cc)
3. Gene Cannady (Sachs 125cc)
4. Steve Bast (Yamaha 250cc)
5. Mike Bast (Yamaha 250cc)
6. Jeff Dodd (Maico 360cc)

2nd MOTO
1. Steve Bast (Yamaha 250cc)
2. Jim Dawson (Yamaha 250cc)
3. Jeff Dodd (Maico 360cc)
4. Bill Payne (Yamaha 250cc)
5. Mike Bast (Yamaha 250cc)
6. Bob Steffans (Maico 360cc)

3rd MOTO
1. Steve Bast (Yamaha 250cc)
2. Bill Payne (Yamaha 250cc)
3. Joe Veilion (Maico 360cc)
4. Jim Dawson (Yamaha 250cc)
5. Mike Chamberlain (Maico 360cc)
6. Boz Steffans (Maico 360cc)

OVERALL WINNER:
Yamaha of Thousand Oaks Racing Team

YAMAHA

it's a better machine